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THE INDIAN ARMY.

INDIANISATION.

CROSSING THE RUBICON.

[BY LIEUT.-COLONEL REPERTON.]

Saturday, February 17th, will be hereafter a well-remembered day in the history of Indian self-government, for it was on that date that General Lord Rawlinson made the momentous announcement to the Indian Legislative Assembly that the Government of India had decided to officer eight infantry and cavalry units of the Indian Army exclusively with Indian officers. The names and numbers of the selected units have since been announced. We have set out upon the task of Indianising the Indian Army.

Many of us will feel surprised that a change so fundamental in character, so tremendous in its necessary consequences later on, and so entirely conjectural in its results, should not have been first laid before the British Parliament for consideration and discussion. Most of us hoped that the system of King's commissions for Indians would first have been given a much longer trial, and, as the Sandhurst-trained Indian cadets, or those from the Indian Military College of Dobra Dun, entered the Indian Army, this army would, in one or two selected units, have gradually been officered by them. We have been in a great hurry. We have subordinated the question of defence to that of constitutional reform with India. To that reform the ultimate criterion of an Indian Army officered by Indians may be an inevitable corollary, but we should have preferred that a change of such tremendous import should have been announced by the Secretary of State for India from his place in Parliament, and should have received the open sanction of Parliament, the Cabinet, and the Crown, who are still constitutionally responsible for the government of India. It is not by a side-wind, nor by the mouth of a general, that vital political reforms should be announced.

INDIAN ARMY OFFICERS.

It would be hard to find in all the world a more splendid and efficient body of men than the white officers of the Indian Army. For years past we have given that army our best young men; and of all the services, civil or military, in India, they are the most trustworthy and enterprising young men who join that army now, when he or his parents and guardians realise that the career may have no future.

The native officers have great qualities. They are hard-working. Many have risen on account of gallant feats of arms. They have worked in perfectly with their white officers, who give the impulsion and the leadership, and the combination of the two has shown splendid results on many a hard-fought field, as well as in the less exacting but still arduous task of peace training. The native officer is a first-class man in cantonments, or in camp, but with all his merits he does not often know what to do in a tight place. He will know, and he will do it, when told by his white officer, but the divine gift and sacred fire of leadership are not, as a rule, his speciality. The future may show us a new type of Indian officer, but we shall mourn the old comradeship which must eventually be broken by this new change, and the most difficult period will come later on, when Indianisation is extended.

INDIA'S DEFENCE.

If the new Indian Army which we are creating to please the reformers can defend India, it will be the first Indian Army that has ever achieved that object. The speech of Mr. Mohi, the member for Madras, on this subject was most important. Certainly there are people enough to succeed, for the population is close upon 320 millions. But with 230 languages in the sub-continent, with all the different races and religions, with less than two million Indians understanding English, with only 10 per cent. able to read and write their own language, no such military problem has even been as to create a purely Indian Army in anything but the name. Shall we ever see an Indian Army fit to defend India without us? Probably not, for it will be in the future as in the past that India will not follow one Indian leader, nor accept a single stern Indian discipline, nor indeed obey any one or anything except the local Indian ruler or agitator. The feud between the 219 million Hindus and the 69 million Mohammedans will break out in flame so soon as the two have no longer the English to combine against, while the Buddhists in Burma will set up for themselves. The Pax Britannica has been equalled by nothing in the past but by the Civilis Romanus Sum, and this dream of creating an India, and still more of defending it, without us, will pass like other visions of the night.

THE FUTURE.

It is for the reformers to disprove this forecast if they can. As for us, we have given certain undertakings for the self-government of Indians at least a century before they can be fit for it. Everyone knows that we are going much too fast, and on the demand of an infinitely small minority are forcing reforms down the throat of Indians incapable of digesting them. This Army is one of the reforms which goes too fast. It is true that the Government of India have not yet dared to break with our golden rule of keeping our artillery in the hands of Europeans, but we have not yet heard whether the new Indianised battalions are to have the machine-guns and other machinery which now normally form part of infantry units. What we should like is some definite assurance from Lord Peel that no further experimentalising in Indianisation will take place without the approval of Parliament, and that the new battalions will be tested on the frontier later on before their fitness for their mission is assumed.

As for the Indian members of the Legislative Assembly, their speeches after Lord Rawlinson's communication were singularly inadequate, and only two or three (Continued at foot of next column.)

WORLD FLIGHT PLANS.

CAPT. MACMILLAN'S SURVEY TRIP ON CONTINENT.

To make preparations for his prospective world flight attempt Captain Macmillan, who was associated with last year's enterprise when a distance of 10,000 miles was covered under the worst possible conditions, has arrived in London from Bristol by aeroplane. He proposes to leave for a preliminary trial at an early date, if the cross-Channel conditions are suitable, and hopes to cut across Europe via Germany, Austria and Serbia for a survey of such a route to Cairo.

If this route should prove practicable, said Captain Macmillan, who is to accompany Captain Macmillan again this year on their world trip, it will cut off about 200 to 300 miles of our journey when we finally start off. A new aeroplane, unique in certain respects, and embodying the most satisfactory features of commercial machines, is being specially completed for the work.

THE PROPOSED ROUTE.

We have profited considerably by our experience last year. Our intention is to fly at an early date from London to Paris. Then we go across the Continent and thence towards Cairo, and on to Baghdad, India, Burma, China, Japan, up towards Southern Siberia, and via the Alaskan Islands, round by Southern Alaska to Vancouver.

Crossing the mainland to Halifax, we hope then to proceed to Newfoundland and direct our course by Greenland, Iceland, and home, by the Faroe Islands, Orkney and Shetland, to Scotland, and back to London.

No detail of possible value is being omitted. We have, for instance, obtained special charts from America and Japan, which seismic records for the past few years indicating the periodicity of volcanic disturbances on the Alaskan route are being compiled for our benefit.

A very important feature of the present enterprise is the laying of dumps with stores of petrol, food, ammunition, and general supplies at intervals of 200 miles on the various islands in the Alaskan and Kuril chains. This will be carried out by a vessel, about 200 ft. in length, which is being chartered for the work, and will shortly be fitted out and set sail from a south coast port.

Many of these islands are uninhabited, and some of them actively volcanic at certain seasons; so it will take men of a resolute type to undertake work of a more or less hazardous and nerve-racking character. After a lengthy inquiry, we found it quite impossible, in the ordinary way, to get hold of the right type of men, so we decided to advertise.

The responses so far are very encouraging, and doubtless we shall be able to make up the complement of men at an early date. Among the volunteers for the work on the ship are a submarine officer, a surgeon, a barrister and several retired Army and Naval officers and a wireless expert, the landmen among them having been qualified for sea service owing to their war experiences. Each member is signing on as one of the crew—25 in all—to comply with the usual maritime requirements.

NOT OUT FOR TIME RECORDS.

The boat will probably leave in a few weeks, and when sufficient time is allowed for this part of the work to make some headway, the flying journey will begin. We expect that the latter will occupy about four to six months; but the main aim is, to accomplish the journey successfully, rather than make any record time.

An assistant pilot, who has not yet been appointed, will accompany Capt. Macmillan and myself; while among the crew on the provisioning steamer will be an expert photographer and a naturalist, so as to collect or photograph interesting flora and other specimens in connection with the scientific side of the programme.

A TEST FOR SCOTS.

A correspondent of the *Malay Mail* writes:-

In view of the recent protest by the Scotsmen of Negri Sembilan concerning the loss by some of their members of the national account, it is rumoured that an examination paper is being prepared for all newscasters from Scotland to this country. The following are some of the questions that candidates will have to answer:-

1. Explain the following sentences:-
(a) The dog bit the lassie.
(b) The bonnie dog bit the lassie.
(c) The bit dog bit the bonnie lassie.
(d) The bonnie bit dog bit the bonnie lassie.
2. For what reason is Peebles noted for pleasure?
(a) A ba' o' oo.
(b) Doon the water went wee Pe'er.
3. Explain why a man from Paisley is always expected to carry a cork-screw in his pocket.
4. What do you know of Signor Scotti Wee Tich, The Muckle Bear, Bonnie Lizzie Lindsay, and Scotland Yard?
5. Paraphrase the following anecdote:-
"An Englishman went to Blackpool" by train. The Englishman sent his wife a mug with "A Present from Blackpool" written on it. The Scotsman sent his wife a mug with "L and N. W. R." written on it.

It is for the reformers to disprove this forecast if they can. As for us, we have given certain undertakings for the self-government of Indians at least a century before they can be fit for it. Everyone knows that we are going much too fast, and on the demand of an infinitely small minority are forcing reforms down the throat of Indians incapable of digesting them. This Army is one of the reforms which goes too fast. It is true that the Government of India have not yet dared to break with our golden rule of keeping our artillery in the hands of Europeans, but we have not yet heard whether the new Indianised battalions are to have the machine-guns and other machinery which now normally form part of infantry units. What we should like is some definite assurance from Lord Peel that no further experimentalising in Indianisation will take place without the approval of Parliament, and that the new battalions will be tested on the frontier later on before their fitness for their mission is assumed.

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Yours faithfully,

GODFREY THOMAS,
(Private Secretary.)

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THE RUHR OCCUPATION.

BRITISH POLICY: NO INTERVENTION.

The House of Commons on March 28th, once more discussed the French occupation of the Ruhr, and did so in a portentously solemn mood. Mr. Asquith spoke of "a most grave and disquieting situation"; Sir Laming Worthington-Evans said that "the seeds of war were ripening"; Mr. MacDonald said that neither France nor Germany was disposed to end the struggle "till one or other was beaten to her knees"; even the Chancellor of the Exchequer seemed depressed and overweighed at having to assume the responsibility of declaring the Government's policy in the regretted absence of Mr. Bonar Law, who had hoped to be present but whose voice was not strong enough to stand the strain of a speech. The British Government's policy, as defined by Mr. Baldwin, can be stated in a few words. It is a policy of non-intervention. It is a policy of waiting and watching for the right moment. "We have been," he said, "perfectly straight with the French," perfectly straight at the moment France is singularly unwilling to accept intervention of any kind.

The position is exactly like the beginning of a big and determined strike. Premature intervention leads to disaster.

"The moment will come when our services will be of untold value."

"If we had lost the confidence of the French, or if they thought us hostile to them, our whole power—which will be immense—would have been dissipated."

The Government are convinced that they have pursued the only possible course. Such was the Chancellor's reply to the criticisms rained in upon him. The Leader of the Labour party, remarked approvingly that "a neutral person with an ally is bound to follow," and blamed the Government's silence as being the cause of many of their difficulties. "Why will they not speak?" he said. Mr. Asquith spoke contemptuously of the British Government's "benevolent impotence." Both wanted to know what France was really after. It was not Reparations; it was not Security. She was creating "a new Alsace-Lorraine situation"; the controversy in France has moved on to a totally different plane—the plane of Imperialist possession and domination.

Mr. MacDonald thought that there were strong signs of a change in the public opinion of Belgium, Italy, and even of France. Sir Laming Worthington-Evans and Sir Edward Grigg, on the other hand, laid stress rather on the increasing asperity of the French publicists in their references to England. For that reason the former urged that the Government should publish the full papers of the offers which Berlin made to France last August, and of the offer to guarantee French security which we made at Cannes. He thought that the publication of these documents would reassure the French as to our friendliness and good will to them.

Mr. Asquith's view, however, prevailed, and that France is bent upon a policy which she cannot carry this country with her, and he would like the British Government to state clearly how they stand and to explore with a friendly eye the ground opened up by Dr. Rosenberg's recent statement to the Foreign Relations Committee of the Reichstag, in which he suggested that an international body of business men should be appointed to examine to what extent Germany had fulfilled her obligations under the Treaty.

what was Germany's ability to pay, and by what methods she could best meet her liabilities. Dr. Rosenberg, he reminded the House, had suggested that if this were done, and if Germany were admitted as an equal to the proceedings, she would be ready to raise a loan for the discharge of her obligations.

Mr. Lloyd George was present during the debate, but did not speak. Nevertheless, his point of view was very ably presented by Sir Edward Grigg, who opened the discussion in a maiden speech which drew a very generous tribute of appreciation from Mr. Asquith. In fact, the member for Oldham scored a striking personal success. He urged the Government to consult the Dominions on this subject of the Ruhr fully and in time, to be ready shortly with a declaration of policy, and to show that the British Empire had a voice and a mind of its own.

His case was that France was now resolved to alienate a large part of German territory, and that M. Poincaré's latest speech about not quitting Essen till the Germans had paid their indemnity in full clearly indicated that her goal really was, and that a totally new order of ideas, different from those of the Treaty of Versailles, was guiding the controversy. Sir Edward Grigg, who was a power at 10, Downing-street during the late Government's regime, has at a single stroke established a reputation in the House of Commons.

Later in the evening the President of the Board of Trade defended France from the charge of interfering with British trade in the Rhineland. He said that the figures revealed very little diminution in our aggregate trade with Germany, and that the cause of obstructing British trade in the Ruhr rested not on the French Government but on the German. Yet Sir Edward Grigg had quoted the case of a single Lancashire firm doing a large yarn business with Germany, which was neither allowed to forward its goods to the German buyers nor to get them out of hand to find another purchaser elsewhere.

Replying on the whole debate, Mr. McNeill reminded the House that the German Government had distinctly stated that the condition precedent to any useful advance for a settlement must be a complete evacuation of the Ruhr by France, with which France had not the slightest intention of complying. No advance had been made by Dr. Rosenberg's Government, they were determined to do nothing to frustrate the policy of our Allies, who were our friends, and whom we hoped to assist.

HYGIENE DURING THE WAR

SUCCESS OF BRITISH METHODS OF PREVENTION.

The highly effective practical measures adopted for the prevention of disease among our troops form the subject of the two volumes on the "Hygiene of the War" which form part of the series of the "Official Medical History of the War," which are being prepared under the general editorship of Major-General Sir W. G. Macpherson, and the details given of the sanitary organization in the theatres of war show an amazing advance on the state of things which existed in previous wars.

Among British troops during the South African war, with an average strength of 250,000 and an aggregate of 500,000, no fewer than 58,000 suffered from typhoid fever and over 5,000 died of the disease; whereas in the Great War, with an average strength of 11 millions, and an aggregate of three or four times that number, the cases of typhoid and paratyphoid fever on the Western Front for British and Dominion troops were less than 1,500, with 268 deaths only. The records of dysentery are equally striking. In the South African war the admission rate was 56 per 1,000 of strength; on the Western Front in the Great War it never exceeded 6.15 in any year.

Trophylactic vaccines played an important part in the prevention of these and other diseases; but sanitation also played a vital part.

WATER LORRIES. In the arrangements by which the foulest water, such as that of the canals in France and Belgium, was rapidly converted into pure drinking water, purification lorries marked an enormous improvement on the pre-war field service filter tank. The main idea of the system in vogue in that year was to establish "initial water points" as far from the front as safety would permit; Army troops rapidly forward and install "forward water points," consisting of canvas tanks on the ground near by-roads from which water was pumped into tank lorries.

The war brought into prominence many other fields for sanitary action, notably the importance of destroying all waste products by means of incineration. From a very early abatement and careful disinfection of persons and clothing was the routine practice in divisions in the field, with the result that such devastating war epidemics as typhus were non-existent, and trench fever, which had been causing a great deal of inefficiency, was brought under control.

SMALLPOX AND VACCINATION. The second volume of the series is largely concerned with the steps taken with a view to the prevention of specific diseases, like malaria, cerebro-spinal fever, plague, smallpox, trench-foot, and trachoma. In connection with the outbreak of smallpox in Mesopotamia during the war, the danger of allowing soldiers who object to vaccination to serve in a country where the disease is epidemic is fully demonstrated.

In the late autumn of 1918 the disease spread among our troops until the following number of cases were recorded at the various stations:—Basrah, 255; Amara, 175; Kut, 35; Baghdad, 287; Sharabun, 119; and Karmah, 157. In two regiments affected by smallpox, the combined strength was 1,749, of which 204 men were unprotected by efficient vaccination. There were 25 cases of smallpox, with five deaths, in the unprotected, and five cases with no deaths in the protected. The following passage does not seem to state the case too high:—

The lessons taught by the war on the subject of smallpox stand out clearly. If compulsory vaccination is not permitted, and men unprotected from smallpox by vaccination are sent to a war area where the disease is epidemic, a sharp epidemic may flare up, as happened in the French Army during 1870-71. It was unfortunate that in Mesopotamia the one great essential in combating smallpox was denied to the medical services, namely, compulsory vaccination.

CEREBRO-SPINAL FEVER. The Medical History adds something to our knowledge of cerebro-spinal fever, notably by relating its causes to the hygienic conditions generally, in which connection the housing of troops was an important consideration. The authors say in conclusion:—

Within certain limits the prevalence or absence of cerebro-spinal fever can be regarded as an index to the sanitary condition of the troops, and the general effect of improving the hygienic surroundings of the troops entailed in the special precautions taken against cerebro-spinal fever troops on the whole.

How important a part the question of diet plays in the health of an army is emphasized in the chapters on the prevention of food deficiency diseases. A scientific diet was essential to the prevention of scurvy and beri-beri, which are so detrimental to a soldier's energy. It was found that fresh fruit juices, like lemon, were among the most valuable of the anti-scorbutic materials; while as regards the prevention of beri-beri, experience showed that "all biscuits destined for use by troops on active service should be composed either entirely of whole wheat meal or of wheat flour to which an adequate proportion of wheat germ has been added," or, in other words, it would seem to be established that "pure wheat flour" contains sufficient anti-beri-beri vitamins to prevent the development of the symptoms.

The schools of sanitation established at home and overseas were of great importance in maintaining a high standard of sanitation in the field especially in France.

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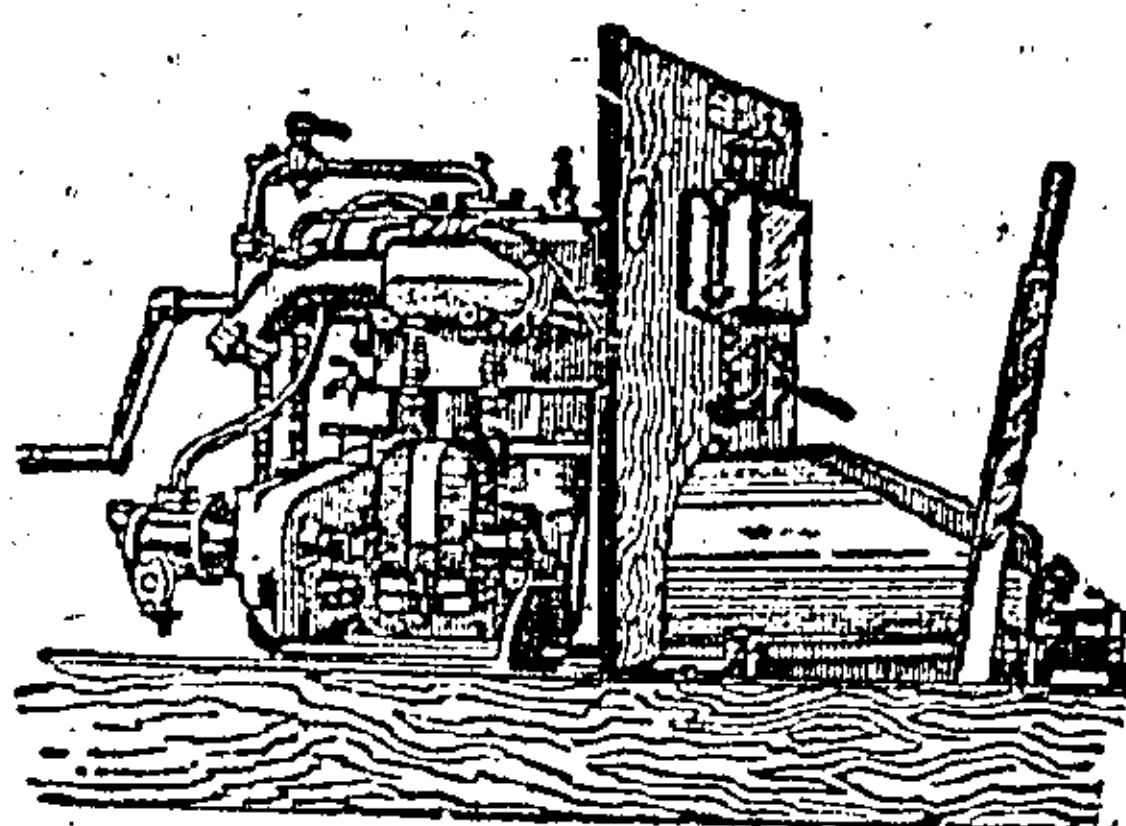
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 HONGKONG.

COMPANY MEETINGS.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN IMPORTANT AMALGAMATION.

An extraordinary general meeting of the Hongkong Land Investment and Agency Co., Ltd., was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday morning, for the purpose of passing extraordinary resolutions relating to the acquisition by the Company of the Hongkong Central Estate, Limited.

The chair was taken by Mr. D. G. M. Bernard, whilst those also present were: Sir C. Paul Chater, C.M.G., Sir Robert Ho Tung, and Messrs. A. H. Compton, H. P. White, and A. S. Gubbay (Directors) and Mr. L. Robert, Messrs. A. B. Stewart, C. C. Boyd, W. E. L. Shenton, H. A. Rodgers, R. J. Wilson, E. Sadick, J. T. Bagram, Lee Ping Sen, and J. M. Alves (shareholders).

The CHAIRMAN proposing the resolution, said:—

As indicated in the notice which has just been read by the Company's Secretary, this meeting has been convened for the purpose of considering, and if thought fit, passing an extraordinary resolution, adoption of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, and for the purpose of considering, and if thought fit, approving the draft new Memorandum of Association with regard to the objects of the Company, and also the draft new Articles of Association of the Company.

As regards the Conditional Agreement your Directors were some time ago approached by the Chairman of the Board of Directors of the Hongkong Central Estate, Ltd., with the suggestion that it would be to the mutual benefit of both companies that they should be amalgamated. Your Board of Directors have gone very thoroughly into this matter and are of the unanimous opinion that the scheme of amalgamation is desirable. They have therefore conditionally entered into this agreement with the Directors of the Hongkong Central Estate, Limited, and we are to-day asking you to approve such scheme of amalgamation.

In order to effect the amalgamation it is necessary that the Hongkong Central Estate Company, Limited, go into liquidation. The terms upon which amalgamation is to be effected are set out in the Conditional Agreement a copy of which has been open for inspection for some days past by members of this Company at the Company's Registered Office and at the offices of our solicitors, but I shall shortly state to you the terms. The Hongkong Central Estate, Limited, will transfer to this Company all and singular its lands, buildings, concessions and chattels, money and undertaking and goodwill together with the complete benefit of all contracts and covenants as from the date of this conditional agreement. In return therefore this Company will allot four shares of its unissued capital of \$25 each, credited as fully paid up, to every member of the Hongkong Central Estate Company, Limited, in respect of each \$100 share held by him in that Company. Further a sufficient sum will be retained by the liquidator out of cash in hand to pay to each member of the Central Estate a sum equivalent to \$60 per share in respect of every share held by him. One of the things that was necessary to provide for was the security of the debenture holders of the Hongkong Central Estate, Limited, being out-standing debentures to the value of one and a half million dollars which are repayable on the 21st May, 1924. The debenture holders have agreed to allow the Hongkong Central Estate, Limited, to go into liquidation without the debenture holders, enforcing, as they would be entitled to do, the security comprised in the debenture trust deed, debenture holders accepting in lieu thereof covenants by this Company to perform the conditions of repayment in the debenture trust deed.

I may here mention that Prince's Building and Land Company, Limited, and Nemaze have agreed with the Hongkong Central Estate, Limited, to pay off on maturity the whole of the moneys secured by the Debenture Trust Deed and the benefit of that covenant will be transferred to this Company by the Liquidator. With regard to the draft new Memorandum of Association, the existing Memorandum is one which has been in force in its present form ever since the incorporation of the Company in 1889, and your Directors consider that in order that the Company may be equipped with the increased powers necessary to enable it to keep pace with the times, and maintain its position it should increase the scope of the objects of the Company as set forth in its Memorandum of Association with a view to being thereby placed in a position to carry on its business more economically and efficiently and also to carry on certain classes of business which, under existing circumstances, may conveniently and advantageously be combined with the Company's present business. Copies of the existing Memorandum and of the draft new one have, as indicated in the notice convening this meeting, been open for inspection by shareholders at the Company's Registered Office and at the office

of the Company's solicitors and there are also copies of each of the above on this table and if any shareholder desires to inspect same, he may do so. Inspection of the existing Memorandum and a comparison thereof with the draft new one shows that the latter makes very considerable additions to the former, particularly in regard to the modern every day powers which a Company should possess. I do not think it necessary to deal further with the question of the Memorandum, and now come to that of the draft new Articles of Association, which your Directors found, also needed bringing up to date and altering in certain respects.

As in the case of the Memorandum of Association, printers of the existing Articles of Association and of the draft new articles have, as indicated in the Notice convening this meeting, been open for inspection by shareholders at the Company's Registered Office and at the office of the Company's solicitors, and there are also copies of both the existing and the draft new Articles on this table, which, if any shareholder desires, he may inspect. Under the draft new Articles of Association the following are the most important of the alterations to the existing Articles:—

- 1.—Under Article 18 no person can be registered as the holder of more than 10,000 shares instead of 2,500.
- 2.—Under Articles 19 to 27 inclusive the provisions respecting calls are set out more fully.
- 3.—Under Article 55 power is taken for reduction of capital, also for the sub-division of shares which under Article 13 of the present Articles is prohibited.
- 4.—Under Articles 58 to 63 inclusive the borrowing powers of the Company are set out in detail.
- 5.—Under Article 63 7 clear days' notice of meeting is provided for instead of ten.
- 6.—Under Article 67 two meetings may be convened by one Notice.
- 7.—Under Article 70 the quorum has been changed from 12 to 6 members personally present.
- 8.—Under Article 70 the provisions as regards voting have been slightly varied.
- 9.—Under Article 91 the number of Directors is not less than 3 or more than 9 instead of not less than 5 or more than 9.
- 10.—Under Article 126 provisions are made and machinery introduced for effecting the capitalisation of Reserve Fund if desired at any time.
- 11.—Under Article 137 payment of interest out of capital is provided for in accordance with section 84 of the Companies Ordinance.

I do not think there is anything further with which I need deal at this meeting, but if any shareholders would like to ask any questions or seek any explanation, I shall be pleased to endeavor to answer such questions and give such explanation to the best of my ability. If no questions are asked or explanation sought, I shall assume that you approve the adoption of the Conditional Agreement and the alterations with respect to the Company's objects as set forth in the draft new Memorandum of Association, also of the draft new Articles as presented, and will thereupon propose separately the three Resolutions regarding the same which are set out in the notice convening this meeting.

No questions were asked, the CHAIRMAN then proposed the following extraordinary resolution:—

"That the Conditional Agreement submitted to the meeting for the amalgamation with this Company of The Hongkong Central Estate, Limited, upon the terms (inter alia) of the acquisition by this Company of the Complete undertaking, business, goodwill and property of The Hongkong Central Estate, Limited, in return for the issue to that Company of 40,000 shares of this Company of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of this Company for each share of \$100 each of The Hongkong Central Estate, Limited, and the same is hereby approved and that the Directors be and they are hereby authorised to carry the said Agreement into effect with such (if any) modification either before or after the execution thereof as they may think fit."

Mr. G. W. BARTON seconded, and the motion was carried unanimously.

The CHAIRMAN then proposed:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting."

Mr. R. J. WILSON seconded, and the motion was carried.

The CHAIRMAN then proposed the last resolution:—

"That the new Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Mr. C. C. BOYD seconded, and the motion was carried.

The CHAIRMAN: A further extraordinary general meeting for the purpose (inter alia) of confirming, if thought fit, as special resolutions the two resolutions which have just been passed as extraordinary resolutions respecting the Memorandum and Articles will be advertised to be held here on 25th May next at 11.30 a.m. and I shall be glad if you will kindly attend same.

This concluded the business of the meeting.

THE CENTRAL ESTATES, LIMITED.

A meeting of the Hongkong Central Estate, Limited, followed, for the passing of a resolution with an identical object in view.

The chair was taken by the Hon. Sir C. Paul Chater, C.M.G., and those also present were:—Messrs. D. G. M. Bernard, A. H. Compton, and Fr. L. Robert (Directors), and Sir Robert Ho Tung, and Messrs. C. C. Boyd, H. M. H. Nemaze, J. T. Bagram, and J. Joseph (shareholders), and Mr. L. S. Greenhill (acting secretary).

The CHAIRMAN explaining the resolution, said:—

Gentlemen.—As indicated in the notice which has just been read by the Company's Secretary this meeting has been convened for the purpose of considering, and if thought fit, passing an extraordinary resolution, that it is expedient to effect the amalgamation of this Company with the Hongkong Land Investment and Agency Co., Ltd., and with a view thereto that this Company be wound up voluntarily and that Mr. H. P. Smith be appointed Liquidator and further of considering, and if thought fit, passing two further extraordinary resolutions authorising the Liquidator to adopt the conditional agreement which is before this meeting and to carry same into effect and also as to date of allotment of shares in the Land Investment Company to members of this Company. Some time ago the Directors of your Company were petitioned by a large majority of shareholders of this Company stating that they considered an amalgamation of this Company with the Hongkong Land Investment and Agency Co., Ltd., would be in the best interests of the members of both Companies. Your Board of Directors went into the matter and were satisfied that the members of this Company would undoubtedly benefit by the proposed amalgamation and with a view thereto approached the Directors of the Hongkong Land Investment and Agency Co., Ltd. The Board of Directors of the Hongkong Land Investment and Agency Co., Ltd., in their turn went in to the proposed scheme of amalgamation with the result that they approved thereof and the conditional agreement which is before this meeting was in consequence thereof entered into between the two companies and has now just been approved by the members of the Land Company in meeting. The result of the amalgamation will be that the various properties owned by this Company and the Hongkong Land Investment and Agency Co., Ltd., will be under one direct control which will undoubtedly make for more efficient administration. In order to effect the amalgamation it is necessary that this Company go into liquidation. The terms upon which the amalgamation is to be effected are set out in the conditional agreement which has been open for inspection for some days past by members of this Company at the Company's registered office and at the offices of our solicitors but I will shortly state to you the terms.

This Company will transfer to the Hongkong Land Investment and Agency Co., Ltd., all and singular its lands, buildings, concessions, goods and chattels, moneys (except a certain sum in cash) and undertaking and goodwill together with the benefit of all contracts and covenants from the date of this conditional agreement. In return therefore every member of this Company will receive four shares of \$25 each in the Hongkong Land Investment and Agency Co., Ltd., credited as fully paid up for each share of \$100 held by him in this Company. Each member of this Company will be paid by the Liquidator of this Company out of the assets of this Company a sum of \$60 in cash in respect of each \$100 share so held by him. One of the things that was necessary to provide for was the security of the debenture holders of this Company there being outstanding debentures to the value of one and a half million dollars which are repayable on the 21st May, 1924. A meeting was held yesterday of such debenture holders and they passed a resolution which permits this Company to go into liquidation without the debenture holders enforcing, as they would be entitled to do, their security, the debenture holders accepting in lieu thereof covenants to repay such moneys by the Hongkong Land Investment and Agency Co., Ltd.

I may here mention that Prince's Building and Land Company, Limited, and Mr. Nemaze have agreed with this Company to pay off on maturity the whole of the moneys secured by the Debenture Trust Deed and the benefit of that covenant will be transferred to the Hongkong Land Investment Company, Limited, by our Liquidator.

If no questions are asked nor explanations sought I shall presume you approve the resolution to wind up this Company and to appoint Mr. Percy Smith as Liquidator and further authorise him to adopt and carry out the said conditional agreement.

There were no questions and the CHAIRMAN proposed the following resolution:—

"That it is expedient to effect an amalgamation of this Company with the Hongkong Land Investment and Agency Company, Limited, and with a view thereto this Company be wound up voluntarily and that Horace Percy Smith of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purpose of such winding-up."

Mr. H. M. L. NEMAZE seconded, and the motion was carried.

The CHAIRMAN then proposed as an extraordinary resolution:—

"That the conditional agreement submitted to the meeting for the amalgamation of this Company with The Hongkong Land Investment and Agency Company, Limited, upon the terms (inter alia) of the acquisition by this Company of the Complete undertaking, business, goodwill and property of The Hongkong Central Estate, Limited, in return for the issue to that Company of 40,000 shares of this Company of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of this Company for each share of \$100 each of The Hongkong Central Estate, Limited, and the same is hereby approved and that the Directors be and they are hereby authorised to carry the said Agreement into effect with such (if any) modification either before or after the execution thereof as they may think fit."

Mr. J. JOSEPH seconded and the motion was carried.

This concluded the business of the meeting.

THE WARFARE IN KWANGTUNG.

DECISIVE VICTORY OF DR. SUN YAT SEN'S FORCES.

KWANGSI AND NORTHERN FORCES IN "DISORDERLY" RETREAT.

After a fluctuating battle in the North River district which has lasted many days Dr. Sun Yat Sen's forces have gained what is evidently a decisive victory. The main battle began on the afternoon of April 26th when Dr. Sun's forces made a general attack on their enemy who occupied a very strong position on the hill around Yin Tsai Hong, on the Canton-Hankow railway. The two Northern brigades sent to strengthen them by General Wu Pei-fu formed the centre and the Kwangsi forces formed the two wings. The fighting was very severe and the casualties on both sides were very heavy. The turning point in the battle was reached on the 1st inst, when the Kwangsi army was utterly demoralised by finding that they had been outflanked by a considerable force which had moved up from the base and by a wide detour had succeeded in getting in the enemy's rear.

Thereupon General Shen Hung Ying's army commenced a disorderly retreat under conditions which enabled their pursuers to capture great quantities of munitions, that go to make their victory all the more decisive. The munitions captured include twelve machine-guns, a battery of Krupp 7.6 c.m. guns, over a million and a half rounds of ammunition and three trainloads of supplies.

The reports give the enemy's casualties in the battle as over 1,500, of whom 600 were killed.

The casualties on the side of the victors is reckoned as a third of that number. General Tsiang Kwong Ling, who personally directed the flanking movement, is reported "slightly wounded" in the leg. Three regimental commanders are also numbered among the casualties of Dr. Sun's forces.

The Commander-in-Chief of the Northern troops was killed. His body has been identified by prisoners of war. Dr. Sun's army took over a thousand prisoners.

General Shen Hung Ying's routed army is retreating precipitately towards the Kiangsi border, but it is highly probable that it will be intercepted by a strong Chinese force under the command of General Li Lih Kwan which appears to be in a position to cut off the retreat. One of two things must happen within a week—either that the demoralised force will succeed in getting into Kiangsi or it will be practically annihilated.

SPORT.

FOOTBALL.

KOWLOON F.C. v. SOUTH CHINA.

The following will represent Kowloon F.C. in their match v. South China tomorrow (Saturday) on the Hongkong F.C. ground, kick-off at 5 p.m.:—Woodman; Wheeler and Knight; Morrison, McKelvie and Pascoe; Clem, Hall, Scully, G. Duncan and Mason. Reserve: Guest.

terms (inter alia) of the acquisition by The Hongkong Land Investment and Agency Company, Limited, of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 40,000 shares of the Hongkong Land Investment and Agency Company, Limited, of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of that Company for each share of \$100 each of this Company, and the same is hereby approved and that the Liquidator be and he is hereby authorised, pursuant to Section 185 of the Companies Ordinance to adopt the Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

Mr. J. JOSEPH seconded and the motion was carried.

The CHAIRMAN then proposed the third extraordinary resolution:—
 "That the aforesaid 40,000 shares of The Hongkong Land Investment and Agency Company, Limited, shall in pursuance of clause 8 of the aforesaid conditional agreement be allotted, as and from the 2nd day of July, 1923, to members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the special resolution confirming the said agreement."

Mr. J. T. BARAM seconded, and the motion was carried.

This concluded the business of the meeting.

THE VALUE OF GOOD SIGHT.

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see, well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 88, Queen's Road Central—is at your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT. [101]

STATUE OF SIR HENRY MAY UNVEILED.

GLOWING TRIBUTE BY SIR PAUL CHATER.

UNVEILING BY H.E. THE GOVERNOR.

In the presence of a large and noteworthy gathering of residents of the Colony the unveiling ceremony of the statue erected by public subscription to the memory of the late Sir Henry May, G.C.M.G., D.C.L., LL.D., who spent thirty-eight years in the public service of the Colony, rising from Cadet to Governor of the Colony took place yesterday afternoon. H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) attended in his official uniform as Governor to unveil the statue, being accompanied by Lady Stubbs, his A.D.C. (Capt. Neville) and his Private Secretary (Mr. Eric Rice).

The ceremony attracted large numbers of Chinese and many of these who did not gain admittance to the temporarily erected stands in front of the monument witnessed the proceedings from beyond the railings surrounding the section of the square where the statue stands. Two companies of the King's Regiment were present, these being drawn up in parade formation on the grass plot at the back of the statue facing the stands, and directly His Excellency had drawn aside the "Union Jacks" which had concealed the statue the soldiers presented arms.

The statue of Sir Henry May is in bronze and shows him seated in a chair, wearing his official uniform as Governor of the Colony. The height of the statue from the ground is about fourteen feet and it is on granite base 7 ft. 6 in. by 5 ft. 10 in. It rests on a pedestal about seven feet in height, of polished Peterhead granite, which is superimposed on another pedestal of local granite measuring about 5 feet by 10 feet.

The memorial is not yet completed for there is to be a background in the form of a niche, some 28 feet in diameter, which will be formed of local granite, including two ornamental piers on either side of the monument, surmounted by urns and inscribed with laurel wreaths. The statue is the work of the well-known sculptor Sir Bertram Mackennal, K.C.V.O., A.R.A.

The statue as already stated has been erected by public subscription under the supervision of a Committee of which Sir Paul Chater, C.M.G., was the chairman. The cost will be between \$20,000 and \$25,000.

Amongst those present at the ceremony were:—The Chief Justice (Sir William Roes-Davies) and Lady Roes-Davies, Sir Robert Ho Tung, the Acting General Officer Commanding the Garrison (Col. C. W. Dwyer, C.M.G., D.S.O.), Commander H. H. E. Grace (representing the Admiralty) and Mrs. Grace, the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E.), the Colonial Treasurer (the Hon. Mr. McI. Messer, O.B.E.), the Secretary for Chinese Affairs (the Hon. Mr. E. R. Hallifax, C.B.E.), the Attorney-General (the Hon. Mr. J. H. Kemp, K.C., O.B.E.) and Mrs. Kemp, the Director of Public Works (the Hon. Mr. T. L. Perkins) and Mrs. Perkins, the Director of Education (the Hon. Mr. E. A. Irving), the Hon. Mr. E. V. D. Parr, the Hon. Mr. H. E. Pollock, K.C., the Hon. Mr. P. H. Holyoak and Mrs. Holyoak, the Puisne Judge (Mr. Justice Gompertz), the Bishop of Victoria (Dr. Duppuy), the First Police Magistrate (Mr. J. R. Wood), the Harbour Master (Commander C. W. Beckwith, R.N.), the Captain-Superintendent of Police (Mr. E. D. C. Wolff), Mr. and Mrs. D. G. M. Bernard, Mr. A. O. Lang, Mr. G. N. Orme, Mr. A. E. Wood, Mr. Hugh Nisbet, Mr. G. R. Sayer, Mr. C. D. Melbourne, Mr. H. Hancock, Mr. and Mrs. C. H. Thorne, Mr. H. R. Phelps, the Rev. H. Copley Moyle, Rev. J. T. Holman, Rev. J. Kirk Macdonald, and many others.

There were a large number of Chinese present, both ladies and gentlemen including Messrs. Wong Ping-sun, Ip Lan-chuen, Mrs. Kotewall (representing her husband the Hon. Mr. Kotewall), Lo Cheung-shui, Wong Kwong-tin, Ho Fook and Chan Tin-sen.

SIR PAUL CHATER'S SPEECH.

In asking His Excellency to perform the unveiling ceremony the Hon. Sir PAUL CHATER said:—Your Excellency, I have asked you to come here this afternoon to unveil a statue of your illustrious predecessor, the late Sir Henry May. I may mention that after he resigned his position as Governor of Hongkong, owing to ill health, he was asked if he would consent to the erection of a statue. He agreed to do so, and appointed Sir Bertram Mackennal, K.C.V.O., A.R.A., to be the sculptor, and subsequently gave him several sittings.

Sir Henry May was known to me intimately, both privately and officially, from the commencement of his career as a civil servant of the Colony some 40 years ago. His progress was marked throughout by a consistent display of those great qualities of conscientiousness and of courage, which cause a man to stand out amongst his fellow men. He never faltered or swerved from the course which his experience and his duty pointed out as demanded by the interests committed to his care. Undeterred by criticism and undaunted by obstacles, he pressed unflinchingly forward to the end he had in view, and he rarely failed to achieve. To an unrivalled experience of the needs and interests of the Colony, he added the natural genius of his race. He had the aptitude given to few, of fastening on the keynote of any problem which confronted him; often when others could not see so wisely or so well.

The Government records, if searched, would tell of great results achieved by him, eminently to the Colony's advantage, which never came under public notice. He was not apt to blazon his successes to the public eye. Silently and unobtrusively he worked to preserve and protect the important interests committed to him, and no man can deny him acknowledged success. There is no need for me to refer in detail to the outstanding features of his career. They are known to all. His work as Captain Superintendent of Police; his promotion of education; the impetus he gave to the Volunteer Force; his close co-operation with the Chinese community; and, later, the development of the Colony and the New Territories by well-planned roads.

As a Governor, he made a mark which will be indelible from the Colony's history. In the sports and pastimes of the Colony, Sir Henry was ever a prominent figure. As a keen racing man, a yachtsman and a golfer, he affected all by his enthusiasm, and no one better realised how play is an essential complement to work, and forms an integral part of our national life. His participation in our outdoor pastimes was highly appreciated and they never lacked his utmost support. And what of the man himself? Of the man as his friends knew him? Of utmost loyalty, of abounding humour, of open heart, his friendship, once acquired, was never lost. Adversity could not alienate it, nor difference destroy it. In sunshine or in trouble, it could be counted on and drawn upon without exhaustion and without stint.

Your Excellency, this is the man whose statue has been erected by the Community as a mark of esteem, and to record their high appreciation of the eminent services which he rendered to the Empire and to Hongkong during his most honourable career as a servant of the Crown.

I have now the honour to ask Your Excellency to unveil this statue.

His Excellency, before unveiling the statue, said: It is, I think very fitting that the only statue to a Governor erected in this Square should be that of Sir Henry May, the first Governor to succeed to that office after many years of public service in the Colony. Sir Paul Chater has reminded you of the eminent services which Sir Henry May rendered not only in this Colony but to the Empire. My own recollection of Sir Henry May extends over about half the period that Sir Paul Chater had known him. I knew him about twenty years. We met seldom but we corresponded constantly on many subjects when I was in the Colonial Office and he was Governor, and I still have among my papers a letter which I discovered only to-day kindly congratulating me on my appointment to Ceylon, the post to which he himself was appointed, though he had never taken up the duties. The period which he spent in this Colony was one of wonderful development. He came here in 1883 and left in the year 1915. During that time the population of the Colony had more than quadrupled; its shipping had trebled and the public revenues had increased no less than fifteen times. It is a wonderful record of progress in one man's service. I think it is well-known to all of you who have been any length of time in the Colony that Sir Henry May had much to do with this development. He is a very fit and proper person to honour in this matter, and on behalf of the Colony I have much pleasure in accepting this statue.

His Excellency then drew the cord holding the Union Jacks in position over the monument. These divided on either side and the statue was unveiled.

At the base of the monument, facing the Praya there is the following inscription:—

"SIR FRANCIS HENRY MAY, G.C.M.G., D.C.L., LL.D.
Cadet and Governor of Hongkong,
1881-1915.
Erected by public subscription."

THE HOUSING PROBLEM.

A COMPLETE SOLUTION IN A NUTSHELL.

These head lines are given by the author (Mr. J. M. Xavier) to a letter which would occupy nearly four columns of our space. We have reduced the "Nutshell" to more reasonable dimensions. Mr. Xavier writes:—

It is unquestionably true that the majority of tenants and sub-tenants have a very imperfect knowledge of the protection they are entitled to under the Rents Ordinance.

I have always been under the impression that the Hon. Mr. H. E. Pollock knew this fact until I saw his letter recently in the local papers explaining clearly the legal rights the tenants and sub-tenants have under the said Ordinance. The explanations offered are still timely, and should certainly do a great deal of good if they were properly brought home to their knowledge; otherwise it is practically of little use to have any Rents Ordinance at all if it is imperfectly understood and not legally enforced while malpractices are going on unabated, as its primary intention is to safeguard not only the tenants against the landlords but also the sub-tenants against the principal tenants.

HOW TO MAKE THE RENTS ORDINANCE UNDERSTOOD.

The best way of making the Rents Ordinance widely understood will be not merely to ask the Tenants Association to disseminate such knowledge, but to request the proper authorities to send their representatives to pay periodical visits to every flat and house for that purpose.

TENANTS AND SUB-TENANTS.

This deficiency in knowledge, especially on the part of the sub-tenants, who are made up principally of the coolie and labourer classes, has always been a source of glaring abuses by their principal tenants, who have been unmercifully fleecing their unfortunate sub-tenants of a flat of a house or of several rooms and bed spaces in a flat to the inordinate extent of, in many cases, as much as one hundred per cent. over and above the actual rent paid by them to the landlords.

LANDLORDS AND TENANTS.

Now, the landlords, too, have divers ways of fleecing their victims. One of these ways, which are not generally known but often practised by certain bold and unscrupulous landlords, is to have their ignorant tenants ejected from the houses occupied by them under some pretext or other in order to obtain a much higher rent by letting them out to new tenants from whom they get, in many cases, as much as 100 per cent. higher rent for old houses and not for "new" houses, or houses so reconstructed as to be called "new" within the meaning of the Building Ordinance.

LANDLORDS AND PRINCIPAL TENANTS TO BE PROSECUTED.

I do not know whether the Treasury Office is aware of any such malpractices. If not, it seems that proper taxes have not been paid to the Government.

As I suggested above, if proper persons were sent to every house and flat, not only would the public have a clear notion of the meaning and intention of the Rents Ordinance, but the Government, also, through their investigations, will know the extent of the evasions and violations of the law. And, without the least exaggeration, I can confidently say that, not hundreds, but thousands upon thousands of such cases will be brought to light, and the defaulters should be prosecuted.

PRESENT RENT MOSTLY UNREAL.

With extortions such as these going on unchecked, it is obviously clear that the rents of most houses in this Colony are unreal, that is to say, not Standard Rents as laid down by the Rents Ordinance.

LEGALISED PROFITEERING.

Mr. M. K. Lo did prick a hole into the Rents Ordinance at the recent public meeting when he said that where there were two houses exactly the same one new, that is to say, so reconstructed as to be called "new" (the italics are mine) and the other old, the new one was let at exactly twice the rent of the old because he rightly contended that it paid the landlords to reconstruct old houses as the outlay was small compared with the profits made after the houses had been reconstructed when they would be removed from rent control. He rightly termed this legalised profiteering.

Unfortunately, however, he did not or could not offer any remedy against it, which was expressly what that meeting was called for; and undoubtedly there is such a remedy.

DANGER OF UNVEILING EXISTING RENTS ORDINANCE.

Mr. Lo, therefore, expressed the hope that the Rents Ordinance should not be continued until the supply exceeded the demand because, he said, such a state of affairs would not be brought about for another twenty years, and immediately after, he went on to say "the Lord only knows what will happen in 20 years' time if the people who build new houses are allowed to charge whatever rents they like, whilst the old dwellings are still subject to the Rents Ordinance."

For even new houses other than those so reconstructed as to be called "new" there is also, I emphatically say, a remedy. But how he did contradict himself when he said that in 20 years' time the supply might exceed the demand, and then at the same breath he disclaimed that belief by saying the Lord only knows what would happen during that time.

That was, after all, merely an inconsistency in argument; but what does matter and matters much, was his extraordinary demand for the abrogation of the existing Rents Ordinance. That demand if acquiesced in would be prejudicial to the tenants in general, which class the majority of the public belong; for, once the Rents Ordinance is

repealed the landlords will, as can only be humanly expected, at once, raise rents to such an extortionate extent that it will be fearful to contemplate the results attending it.

He did not, of course, realise that it would inevitably give fresh incentive to, and just cause for, more and more strikes of such a nature as to eclipse in their intensity all these previously known and make the already very high cost of living so high as to bring in its train widespread misery to the poor till the situation becomes so chaotic, so insuperable (if the limit is reached as I have already pointed out) that the Colony will lose its life-blood—trade; for then and only then will supply exceed the demand, because the population of the Colony will, then have been thinned. This is too dismal a picture and may appear incredible, but it is nevertheless true.

THE EVILS.

As matters have not yet come to such a grievous pass, and as there is still left some efficacious remedies to combat the malady, so let it be carefully diagnosed and be given a radical cure.

Apart from other points already touched upon, the following are the outstanding evils by which the housing problem is confronted and which require proper treatment.

SUBJECT TO RENTS ORDINANCE.

1. Illegal profiteering by the Landlords by obtaining higher rents than standard rent from old tenants.
2. Ditto from new tenants after illegally ejecting old tenants.
3. Ditto from new tenants for premises vacated.
4. Illegally ejecting old tenants by Landlords.
5. Illegal profiteering by Principal tenants from sub-tenants for whole flats, rooms and bed spaces.
6. Legalised profiteering by landlords on houses so reconstructed as to be called "new."
7. High rent charged for new houses.

Clearly the Rents Ordinance as it now stands does not apply to the whole life of a house, excepting the first part of its existence under "Subject to Rents Ordinance" beginning with clause 1 down to clause 5; but with regard to clauses 6 and 7, they do not come under it, and it is therefore necessary to have it amended to counteract the evils.

ORDINANCE AGAINST PROFITEERING ON RECONSTRUCTED HOUSES.

The obvious remedy against legalised profiteering by the Landlords of new houses so reconstructed as to be called "new" is to amend the Rents Ordinance by the addition of such a section as will give to the Landlords in addition to the old standard rent before such reconstruction such further rent to be calculated on a percentage basis, not exceeding 7 per cent. on the actual cost of the outlay which is to be assessed by the proper authorities.

ORDINANCE TO COVER NEW HOUSES.

To meet the case of new houses, an Ordinance should be made that rent should be based at the rate of 7 per cent. on the actual cost of land and building, the value of the property to be also assessed by the proper authorities. Such an Ordinance will have the effect of checking speculation and the high prices now freely offered for landed properties.

MORE TROUBLES IF ORDINANCE NOT AMENDED.

If this is not done, there will surely be plenty of troubles infinitely worse than these we are having to-day in store for us in the future, as more than 20 years ago I foresaw that we would have some such troubles as we have the misfortune to witness to-day. Even then I suggested, as I have already suggested, rent control by assessing the value of house properties as the only remedy capable of arresting the progress of evils attendant on the high cost of living mainly caused by high rent, but my note of warning went unheeded.

EXISTING ORDINANCE NOT WORKING SMOOTHLY.

I cannot agree with the Hon. Mr. H. E. Pollock's view that the Rents Ordinance had worked smoothly simply because, contrary to his expectations, the Law Courts had not been thronged with litigants. If the approaches to the Law Courts had not been blocked with litigants, it was, believe me, entirely due to the imperfect knowledge or ignorance of the law on the part of the majority of the public, and I desire no other support for my assertion than his anxiety to explain the intention of the Rents Ordinance in the local papers recently. Instruct the public in the way I have suggested and you will have thousands of litigants trooping to the Law Courts.

GOVERNMENT AS BUILDERS.

As I have just remarked, neither private individuals nor corporations can build cheap houses because they will have to buy land in the open market for which they will have to pay a very high price.

Therefore, no one but the Government, in spite of opinions to the contrary from certain quarters, can build cheap houses and let them cheaply for the simple reason that, apart from any other considerations, it need have to pay nothing for its own land.

AMENDMENT TO BUILDING ORDINANCE DESIRABLE.

As to the suggestions which the Housing Commission invited from the Public, the report, submitted by the Chinese General Chamber of Commerce to the Housing Commission with the view of cutting down as much as possible the cost of building is on the whole a very able one, and it is especially so when dealing with the question of building materials, which have always been a stumbling-block in the way of cheap building for which the Building Ordinance is, to a great extent, responsible as it is rather particular regarding the kinds of materials to be used in house building. Therefore this Ordinance, too, requires modification.

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DRESSES.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]GERMAN REPARATIONS.
NOTE RECEIVED UNFAVOURABLY
IN LONDON.

LONDON, May 2nd.

The general impression regarding the German Note in London is unfavourable. The proposals are regarded as inadequate, and the tone is unfortunate. France is expected to brusquely turn it down, though it is hoped in some quarters that it will lead to an exchange of views between the Allies, and open a way for more favourable developments.

The *Daily Mail* terms the Note, "impudent and insolent."

The *Morning Post* says that the framers have served up a mess of stale rejected ingredients, and hopes that the British Government will rally to the side of France and bring about Germany's surrender.

The *Daily Telegraph* is of the opinion that the Note is ruined by its stiff-necked attitude, and says that the total offered is ludicrously short of the minimum Germany could raise. The newspaper can discern no hope whatever for a renewal of negotiations on the basis laid down.

The *Times* condemns the Note as a clumsy presentation, and says that it gives only the vaguest guarantees; yet, the Note suggests points from which steps might be taken in the direction of a settlement.

The *Daily News* is disappointed with the Note, and thinks that Great Britain, Belgium and Italy would probably accept the offer, but it is idle to hope that France would be prepared to negotiate on this basis.

The *Daily Chronicle* says the amount offered is too small, but urges France not to prolong the quarrel.

The *Westminster Gazette* thinks that the Note requires a reasoned answer from all the Allies.

CAUSTIC COMMENT BY FRENCH PRESS.

PARIS, May 2nd.

The *Intransigeant* says that France will not negotiate until Germany acknowledges her defeat.

The *Journal des Debats* says that Germany demands the evacuation of the Ruhr area in exchange for a shadow.

The *Liberale* says the Note marks no improvement in German good-faith.

Le Temps says that the French are in the Ruhr and will remain there.

EXPRESSIONS OF DISMAY BY GERMAN PRESS.

BERLIN, May 2nd.

The German newspapers are by no means unqualified in their approval of the German offer.

The Democratic and Socialist journals consider that the offer is the best possible at present, but the organs of the Right profess dismay at the immensity of the offer, and accuse the Government of weakness. All the newspapers agree that passive resistance in the Ruhr area must continue until an agreement has been reached.

NOTE FAVOURABLY RECEIVED BY U.S. NEWSPAPERS.

NEW YORK, April 2nd.

The majority of this morning's newspapers are of the opinion that the German offer forms a possible basis for the settlement of reparations; and should not be brushed aside. The only exception to this opinion is the *Tribune*, which declares that the Note shows that injured innocence and illimitable self-pity are still the foundation stone of the German attitude. The continued occupation of the Ruhr area is the only guarantee to Germany's creditors.

NOTE INACCEPTABLE TO FRANCE AND BELGIUM.

PARIS, May 2nd.

It is semi-officially reported that the German Note is regarded as unacceptable by official French and Belgian circles.

The French contend that it would simply suppress the Treaty of Versailles, and it is declared that the French and Belgian Governments will reply by intensifying the exploitation of the Ruhr area.

GERMAN CHANCELLOR'S VIEWS ON THE SITUATION.

BERLIN, May 2nd.

Chancellor Cuno, in a speech delivered when submitting the Reparations Note to the State Presidents and Premiers, said that on its success depended the peaceful co-operation of Germany with France, and even with Europe. Failure would mean the intensification of Germany's defensive struggle, and the destruction of her last means of furnishing reparations. They wanted peace, but the price must be payable.

(Continued at foot of next column.)

LATEST CABLES.

THE IRISH TRUCE.
DE VALERA'S OFFER RECEIVED
WITH SILENCE.

LONDON, May 2nd.

The Free State Government is apparently determined to ignore De Valera's offer of a truce, judging by the fact that no allusion was made to the matter at yesterday's meeting of the Dail Eireana. The Irregulars are at present strictly obeying the order to cease operations.

The inference drawn from President Cosgrave's silence is that the Government does not intend to give De Valera a chance to resurrect old issues, now that the Irregulars have evidently reached the end of their resources.

THE RUHR.
ANOTHER BURGOMASTER UNDER
ARREST.

DUESSELDORF, May 2nd.

The Burgomaster of Dillhausen has been arrested and the town fined 50,000,000 marks, following the throwing of a bomb at a troop train.

SOVIET CLIMBS DOWN.
SKIPPER OF CONFISCATED
TRAWLER RELEASED.

LONDON, May 2nd.

The Soviet Government has climbed down as a result of the strong protest by Great Britain against the seizure of the Hull trawler, mentioned in a cable message dated April 25th. Lieut.-Com. Kenworthy states that the Russian Trade Delegation in London has informed him that the Soviet has quashed the sentence of the Archangel Court, under which the trawler was confiscated and the skipper imprisoned and fined.

EARLIER CABLES.

DETAILS OF THE NEW OFFER.

BERLIN, May 2nd.

The German Note to the Allies offers thirty milliard gold marks payable by means of three international loans, namely one of twenty milliards and two of five milliards. Germany offers as guarantees her entire economic wealth, and alternatively suggests that reference of the whole reparations problem be made to an international commission. She says that passive resistance will continue until the Ruhr be evacuated.

LATER.

Germany proposes that twenty milliards of gold marks be raised by a bond issue at normal rates on the international money market before July 1st, 1927, five milliards before July 1st, 1929, and five milliards before July 1st, 1931. The first twenty milliards shall be offered for subscription immediately. The interest on the bonds up to July 1st, 1927, shall be paid into a special fund under the control of the Reparations Commission. If the twenty milliards cannot be raised by a loan, before July 1st, 1927, interest at the rate of five per cent. shall be paid thereon from that date, also one per cent. amortisation. If the two amounts of five milliards each cannot be raised fully before the dates fixed, an impartial international commission shall decide whether, when, and how, the amount outstanding can be raised. Germany will also make payments in kind in accordance with existing treaties to an extent still to be determined.

GERMANY'S UTMOST LIMIT.

The Note declares that the proposal is the utmost limit of Germany's economic capacity, after the weakening of the German economic organism by the occupation of the Ruhr. The German Government even gravely doubts whether it does not exceed Germany's capacity; but if the other side does not share this view the whole reparations problem should be decided by an international commission free from all political influences. The fulfilment of Germany's obligations depends on the stabilisation of German currency, as to which it is essential that in future there be no more forcible seizures or sanctions. Germany is prepared to accept any agreement, binding both on Germany and on France, to submit all conflicts which cannot be settled diplomatically to arbitration, or reconciliation. The starting point of negotiations must be the earliest possible evacuation of the Ruhr and restoration of conditions in the Rhineland according to the Rhineland agreement, as well as the liberation of the arrested Germans and the return of German exiles.

PARIS, May 2nd.

As the German Note confirms the earlier forecast, it may be taken for granted that the Government regards the proposals as entirely unacceptable as a basis for discussion.

LATEST CABLES.

INDIAN MALCONTENTS.
WARNED AGAINST SLIGHTING
THE UNION JACK.

NAOUPUR, May 2nd.

In view of the recurrence of the national flag agitation, the Government has warned local bodies hoisting any flag other than the Union Jack that they will be penalised by the refusal of the Government grant and other disciplinary measures.

RUBBER COMPANY DIRECTOR'S ESTATE.

LONDON, May 2nd.

Mr. Christopher Meikle, a director of the Anglo-Siam and other rubber companies, left estate valued at £116,568.

GERMANY'S CURRENCY.
GOVERNMENT'S EFFORT AT
STABILISATION.

BERLIN, May 2nd.

The Government has submitted to the Reichsrat a bill strictly regulating traffic in foreign exchanges, empowering the authorities to demand the surrender of any foreign currency the possession of which is not justified by business needs.

MARKS AGAIN RECEDE.

LONDON, May 2nd.

Marks receded to 155,000-158,000.

EARLIER CABLES.

ELEVATION OF NAVAL GUNS.

IDEA ABANDONED BY BRITAIN
AND AMERICA.

LONDON, May 2nd.

In the House of Commons, Viscount Curzon asked for information regarding the elevation of the range of heavy guns in the British and American fleets, in view of recent remarks on the subject by the Secretary to the United States Navy, Comdr. Byrd-Monell gave the figures, whereupon Comdr. C. Bellairs asked whether, as the Japanese also intended to increase the elevation of the guns on all their capital ships, we should not communicate with both Governments with a view to stopping this further race in armaments. Comdr. Byrd-Monell replied that we do not propose to alter the elevation of our guns, and although the Americans had appropriated money for this purpose they had abandoned the idea on our assurance that we were not going to do so. (Cheers.) He added that Comdr. Bellairs had raised an entirely different question.

CHESTER CONCESSIONS.

BRITAIN WILL NOT RECOGNISE
IRAQ GRANTS.

LONDON, May 2nd.

In the House of Commons, replying to questions, Lieut.-Col. A. Buckley stated that the Government had just received a voluminous document comprising the whole of the Chester Commissions in Anatolia. The acting British High Commissioner at Constantinople had been instructed to protest emphatically against the Turkish Government's grant of rights within the borders of Iraq, and to declare that the validity of such a grant will not be recognised by Great Britain.

PAN AMERICAN UNION.

SPHERE OF ACTIVITY TO BE
EXTENDED.

SANTIAGO DE CHILE, May 2nd.

The plenary session of the Pan American Conference has approved of the compromise method, constituting a governing board of the Pan American Union whereby every American country shall be represented. The scheme provides that any country not represented diplomatically at Washington may choose one of its citizens to sit on the board. The delegates adopted the political committee's recommendations for recognition of the Union and extension of its sphere of activity. Permanent committees are being appointed to develop the economic and commercial relations between the member nations.

ABYSSINIAN SLAVERY.

DENIAL OF REPORTS REGARDING
INCREASE.

LONDON, May 2nd.

A White Paper containing the correspondence with regard to slavery in Abyssinia contains the report of the British Legation at Addis Ababa, dated March 30th, 1922, which denies the statement that the slave trade in Abyssinia has increased, and points out that the slave-producing districts are being gradually depopulated, and the frontiers of Abyssinia now march everywhere with those of the civilised Powers.

RUBBER SPECULATIONS.

MERCHANTS LOSSES LEAD TO
BANKRUPTCY.

LONDON, May 2nd.

In the Bankruptcy Court Cecil Shrago, merchant, in a statement of his affairs, showed that his liabilities amounted to £258,000 and his assets to £134,000. His losses in differences on rubber contracts since January 1st, 1922, amounted to £141,000. He attributed his failure to illness, and the fall of the price of rubber. The examination was adjourned.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SHANGHAI LAUNCH SHOOTING
INCIDENT.NERVOUS REBELS FIRE ON THEIR
CO-CONSPIRATORS.

SHANGHAI, May 3rd.

Further disclosures from a reliable source in connection with the firing on of a British launch belonging to the Shanghai Dock Co., have been published in the *North China Daily News*. They reveal that while the launch suffered no casualties, one man was killed and two injured aboard the Chinese gunboat. It appears that two gunboats had been lying close alongside since they had renounced allegiance to the Peking Government on April 11th. When the first warship opened fire on the launch consternation arose on the other warship, which also fired some shots, finding a billet aboard her consort and resulting in the aforementioned casualties.

EARTHQUAKE IN LUHOI DISTRICT.

THOUSANDS OF CASUALTIES.

SHANGHAI, May 3rd.

Chinese reports from Szechuen state that over 500 persons have been killed, 3,000 injured and thousands rendered homeless as a result of an earthquake in the Luhoi district.

ASIATIC IMMIGRATION.

CANADIAN EDITOR'S PLEA FOR
INDIA AND JAPAN.

LONDON, May 2nd.

The *Montreal Star*, whose editor has been touring the Far East, in a leading article on Asiatic immigration, says that British Columbia must keep constantly in mind that China is not to be insulted for ever with impunity, and advocates the putting of India and Pacific China on as favourable a basis of treatment as armed Japan.

HONGKONG NAVAL AND MILITARY
HOSPITALS.

AMALGAMATION IMPRACTICABLE.

LONDON, May 2nd.

In the House of Commons, replying to Mr. Gershom Stewart, Colonel Amery said that after careful consideration by the Admiralty and the Committee on the amalgamation of services common to the Navy, Army and Air Force, it was concluded that there would not be a sufficient margin of accommodation if the Naval and Military Hospitals in Hongkong were amalgamated. This would be especially the case as regards officers, as there were only six beds for officers in the Military Hospital.

SHANGHAI POLICE TORTURE
CASES.JAPANESE DETECTIVE "NOT
GUILTY."

SHANGHAI, May 3rd.

At a preliminary hearing of the case against Detective Sergeant Okajima on a charge of using the "third degree" to obtain confessions from a Chinese prisoner, in the Japanese Police Court yesterday, the Public Prosecutor found the accused not guilty of the charges, the evidence being insufficient to frame a *prima facie* charge.

HOME RACING.

THE TWO THOUSAND GUINEAS.

LONDON, May 2nd.

The result of the Two Thousand Guineas was as follows:

Ellangowan (7/1)	1
Knockando (25/1)	2
D'Ora (50/1)	3

Eighteen ran. Won by a head, with half a length between second and third.

ALLEGED SYSTEMIC
SQUEEZE.GOVERNMENT OPIUM SHROFF
BEFORE THE MAGISTRATE.

Allegations of squeezing on a large scale by a Chinese Government servant employed in the Imports and Exports Office as a shroff were made by the Assistant Crown Solicitor (Mr. T. M. Hazlerigg) at the Magistrate's yesterday afternoon. The shroff whose name is Ng Shiu Hing was charged on four counts, two of which involved the larceny of \$5 and \$25 respectively from Government Opium licenses; the other two charges were the fraudulent conversion of this money, the property of the Crown for his own use.

The defendant was represented by Mr. M. K. Lo and the case was heard before Mr. Melbourn.

Mr. Hazlerigg said that he proposed first to proceed with the charges relating to the larceny of the \$25 and the fraudulent conversion of that amount. The defendant was employed in the Imports and Exports Office as a shroff in the opium department and his special duty was to deal with the licensed opium retailers. These retailers were paid on commission by the Government, according to the amount of opium they sold. In some cases the commission was fixed irrespective of the sales made and in other cases commission was based on a percentage. It was part of the defendant's duty to receive from the Superintendent of Imports and Exports certain money for the payment of these commissions and to receive their signatures on the usual Government pay sheets. It was alleged by the Crown that on April 20th the defendant instead of paying a licencee, Lai Chan Po, \$20, paid him only the sum of \$15, but that he obtained the licencee's signature for the full \$20 and that he misappropriated the \$25 which was now the subject of the charge. He would, subject to his Worship's decision, submit evidence that this occasion was not an isolated occasion of under-payment and that other people had been underpaid.

Mr. D. J. Lloyd, Superintendent of Imports and Exports, said that the defendant had been about nine years in the employment of the Crown. He had been in his present position since the death of his father, in about 1920. His principal duties were confined to the charge of the Government Opium licensees. He would have frequently to visit the premises and see that the stocks of opium in the hands of the licensees, and also see that it was genuine Government opium. He would see that the balance of the opium corresponded with the Chinese book sales, which had to be kept according to regulations.

Mr. Lloyd then outlined the defendant's duties in paying out the commissions to the licensed retailers. Those on the fixed rate received from \$60 to \$115 a month, and those on a percentage received from 1 1/2 per cent. to 15 per cent. The money to pay the commissions was drawn from the Treasury on application by the Superintendent of Imports and Exports. Witnesses would draw a cheque for the amount to meet the commissions and this would either be made out in favour of the defendant or on the Hongkong Government. The defendant, he said, was not responsible for drawing up the pay-sheets. They were made up by clerks in the office. The defendant only kept a record of the sales and this was used to draw up the commissions pay sheet.

Witnesses handed in a number of pay-sheets, containing the names of licensees, including the name of Lai Chan Po.

Continuing, the witness said the defendant was not in any way entitled to make deductions or reductions from these commissions, neither had he accounted to the office for any of the deductions made by him.

HANDLED \$18,000 A DAY.

Cross-examined by Mr. Lo, witness was asked: "Can you tell how much a month passed through his hands?"—What do you mean—the daily takings, or otherwise?

The total amount which passed through his hands either way—in or out?—Probably about \$17,000 or \$18,000 a day.

How much would he pay out in commissions?—About \$5,000 a month.

He is guaranteed by a gentleman on a bond?—Yes.

But the amount of that bond is only \$4,000—I won't say exactly. I had an idea it was \$5,000.

Do you really think that the defendant was a dishonest man? You see he had plenty of opportunity to embezzle large sums of money and run away?—He would have been found out very long. The accounts are checked every day. He would have been found out within an hour or so.

Could he not have run away with \$18,000—the day's takings?—He would have been running a great risk. There are three Indian guards as well as a number of armed Chinese about.

Do you seriously suggest he could not have done it if he had just strolled out of the office?—I don't think he could have got away.

If he went out in the morning, say—I think it would raise sufficient suspicions for him to be stopped.

If he left for a few moments at an unusual time do you think he would have been searched?—He would have had difficulties in getting away.

Supposing he went out at five time: what then?—All the money has been paid in by then.

Then I put it to you that this bond is practically useless?—I don't know.

A COMPARISON.

Could he have run away if there was a conspiracy amongst the office staff?—Yes, he could, just like the manager of the Hongkong and Shanghai Bank could if he entered into a conspiracy.

Oh, I see, like the manager of the Hongkong and Shanghai Bank. Why do you make a comparison like that?—I am not going to make comparisons in the case.

(Continued at foot of next column.)

"PADDY'S MARKET."

WHERE THE HOTEL'S MISSING
SILVER WAS DISCOVERED.

The No. 1 boy of the Palace Hotel, Kowloon, whilst strolling through Upper Lasar Row the other Sunday, discovered in a second hand shop a number of spoons and forks belonging to the hotel. There were eight spoons and three forks. He reported the matter to the Police and Sub-Inspector Cotton was placed in charge of the case. The shopkeeper was brought to the Station and he explained that he had bought them in a good faith from a marine hawk. He was asked to produce the hawk. He did so a few days later and the hawk in turn stated that he had bought them from an amah, who at the time was accompanied by a little girl. The hawk was taken to the Palace Hotel where a parade of amahs was held, but he failed to recognise the original vendor of the spoons, though he recognised the little girl who was with the amah at the time. Arising out of this the Inspector preferred a charge of receiving stolen goods against both men and the case came up for hearing before Mr. J. R. Wood yesterday morning.

In the course of his evidence the No. 1 boy said that according to an inventory of the hotel's silver taken last November, fifteen large spoons and fifteen middle-sized spoons were missing.

The little girl was produced and placed in the box. She did not even know her own age and in answer to nearly every question put to her replied "I don't know."

The Magistrate told Mr. McCallum, who appeared for the second defendant (the shopkeeper) that there was no case against the second defendant, who he thought, had acted in a quite straightforward manner. He would be dismissed.

The first defendant (the hawk) was also discharged as there was no evidence that the property had been stolen.

MYSTERIOUS DISAPPEARANCE
OF MORPHINE.REVENUE OFFICERS DISCOVER
EMPTY CASES.

Chief Preventive Officer Clark and Senior Revenue Officer Watt were faced with a "poser" on Wednesday night concerning the mysterious disappearance of a large quantity of morphine from the German ship, *SS. Anne Kruger*, which arrived in port from Hamburg, of the 50 lbs. which they expected to find and they could find only eight and a half. Acting on reliable information they boarded the ship at 11 p.m. and commenced searching the cargo. In the No. 1 hold they discovered the four cases corresponding to the description they had received. According to the manifest these cases were shown as containing chemicals and they were consigned to Vladivostok, having been opened by a well-known firm of chemical dealers, *W. H. K. & Co.* The four cases were opened in the presence of the Captain, but to the surprise of all concerned two of the cases were empty and the other two partly empty. Each case was supposed to have contained twenty lbs. of morphine, but only 55 small tins were discovered. The mystery is increased by the statement of the Captain that the batches have never been off the *SS. Anne Kruger*. The vessel, on the way out, made only one call at that was at the Sabang coaling station on the Island of Sumatra. How the cases came to be emptied is a mystery unless it was that they were brunched before the ship left Hamburg.

The value of morphine in Hongkong is about \$300 per lb., so that the value of the amount seized is about \$2,500 or a tenth of what the revenue officers expected to seize. No arrests have been made in connection with the affair.

I AM NOT MAKING FUNNY COMPARISONS;
YOU DID.

Mr. Lo then put a question to Mr. Lloyd, who for some time would not give a definite answer. The question was: "Supposing the defendant pays over \$70 and gets a receipt for that sum and he is paid back \$20 would you say it was misappropriation?"

Witness eventually replied: "Prima facie I should say that the defendant had been guilty of bribery, and if the defendant was in a position to threaten I should say it would probably amount to bribery."

ALLEGATIONS OF SQUEEZE.

Evidence was then given by the complainant in the third and fourth charges. He said that on April 20th he received \$45 from the defendant for which he signed a document.

Mr. Hazlerigg: Were you actually paid \$70 out of which you re-paid \$25, so were you only paid \$45?—According to the record it is \$70, but he only paid me \$45. I don't owe him any money.

Did the defendant give you any reason why he should only pay you \$45 when he should have paid you \$70?—I don't know what the arrangement between my brother (from whom the witness obtained the drug business) and the defendant was.

Did you ever have any explanation given to you for the deduction?—No.

What were you paid before the 20th April?—I received \$45 on the 20th March.

Mr. Lo at this stage lodged a formal objection saying that what happened before the date of the charge had nothing to do with the present case. It was not admissible as evidence.

Mr. Hazlerigg said the defendant had been working on a system. It was admissible on these grounds alone. It was also admissible to show that the defendant was working with intent to defraud. It was also admissible as corroborative evidence. "It is," Mr. Hazlerigg added, "what we would call squeeze."

He did not contend that it was a system in use against all the licensees, but there were some.

Mr. Hazlerigg continued to examine the witness who said that he had only received \$45 for the last three months.

The case was later adjourned.

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THE KING'S GRANDSON.**CHRISTENING CEREMONY.**

The infant son of Princess Mary and Viscount Lascelles and the first grandchild of the King, was christened by the Archbishop of York in the parish church of Goldsbrough, March 28th. The ceremony took place in the morning at 11.30. The church was crowded with people, who came from all parts of Yorkshire, and by 11.30 numbered quite 8,000. Prior to the service the crowd were unable to see the chief participants in the ceremony, because, as was expected, they entered the little grey stone church by way of the private door from the grounds of the Hall.

The usual morning service, with the special Prayers for King and Queen, was conducted by the Rector, the Rev. A. Hastings Kell. Lord Lascelles was the first of the party from the Hall to arrive. He entered the church by the private door at 10.30, and when, a few moments later, the King and Queen, with their suite and Princess Mary, entered, he conducted them to their seats. The King and Queen, with Princess Mary between them, occupied the front pew to the right of the main aisle. Lord Lascelles sat in the pew behind with members of his family. The Queen wore a long grey velvet cloak, with bands of moleskin, and a fuchsia toque with flowers to match. The King, who was looking extremely well, had a large white flower in his boutonhole. Princess Mary wore a grey frock, with a large sable cape and a grey lace hat.

The service opened with the singing of two verses of the National Anthem. Lord Lascelles, as is his custom when at Goldsbrough, read both the lessons. The hymns sung were "Rise and shine, in majesty," "All glory, land, and honour," and by special desire of the Queen, "Loving Shepherd of Thy sheep." The Rector's sermon was short, and at the close of it he said:

"In a few moments we are to receive a new recruit into the army of the Lord. He is too young to know what will be done, but his sponsors will answer for him till he comes of age to take that upon himself. He is to be stamped with the badge of His service, and we who represent the Church are to receive him into our ranks. Let us all pray that he may in the fullness of time confess to the faith in Christ crucified, and fight manfully under His banner against the sin of the world, the flesh, and the devil, and continue Christ's faithful soldier and servant until his life's end."

A GOOD OMEN.

Master Lascelles was brought into the church by his nurse during the singing of the last hymn, and at the same time the King and Queen moved down the aisle to the font, which had been festively decorated with ferns from the Hall gardens. The Archbishop of York then entered the church, and the baptismal service commenced. Simultaneously the baby commenced to cry, and continued doing so almost without intermission throughout the service, despite the efforts of the nurse to soothe him. When in the prescribed form the Archbishop called on the sponsors to "Name this child." The Queen, taking the infant from its nurse, replied in a dear voice, which could be heard distinctly throughout the church, "George Henry Hubert." Subsequently the newly-baptised baby cried louder than ever, and effectively drowned the further responses of his Godparents. The actual sponsors for the baby were the King and Queen, Colonel G. H. Lane-Fox (Minister for Mines)—who is a close friend of Lord Lascelles—and the Countess of Harwood. In addition, Lady Harwood was proxy for Queen Alexandra, Lady Mary Trefusis for Lady Patricia Ramsay, the Hon. Edward Lascelles for the Earl of Harwood, and Prince George for General Sir George Higginson, who is the oldest officer of the Grenadier Guards, Lord Lascelles' regiment. Immediately the christening ceremony was completed the baby ceased to cry. Yorkshire people account it an extremely good omen if an infant cries at its baptism, and declare that the louder it cries the better.

The Archbishop of York spoke briefly at the conclusion of the ceremony. The congregation, he said, was representative of the chivalry, loyalty, and goodwill of that neighbourhood and the church. This dear child, endeared by his birth not only to his parents and grand-parents, but also to this great county and to the whole nation and Empire, had been brought by his baptism into the wider and deeper fellowship of the Church of Christ, surrounded with the hopes and promises and covenanted graces of the Christian life.

"I bid you before you leave this church," he said, "for me to commend him to the care and love of our heavenly Father, in order that with a full heart we may personally and collectively commend him to the love of God. Let there be silence for one minute."

After this interval the Archbishop stooped over the baby and said very earnestly: "May God the Father, God the Son, and God the Holy Ghost bless thee, dear child, and keep thee now and ever. Then he kissed the baby on the brow, and the ceremony was over. The final hymn was, "In token that thou shalt not fear."

"NOT FORGOTTEN"

The large crowd of expectant sightseers then had an opportunity of seeing the baby, whose robe, a beautiful garment of old lace, is reputed to have been that used at the christening of King Edward VII. The Queen, accompanied by Lord Lascelles, headed a short procession up the village street as far as the War Memorial. Then followed the King, with Princess Mary, the nurse with the baby, the Rector of Goldsbrough, the Archbishop's chaplain bearing the Primates' cross, the Archbishop, Prince George and Lady Boyne, the Countess of Harwood and Countess Lane-Fox, and the Hon. Edward Lascelles and Lady Mary Trefusis. A brief halt was made at the War Memorial, which the King and the other gentlemen present saluted. The procession was then reformed, and walked back, entering Goldsbrough Hall by the main entrance gates to the repeated cheers of the crowd. Near the gates several detachments of Girl Guides from Anarborough were lined up, and the King, the Queen, and Princess Mary clasped briefly with Lady Evelyn Collins, District Commissioner of the Girl Guide movement.

On returning to the Hall the party lunched in the quaint old dining-room, where four christening cakes were on view, one weighing about 10-lb., and all of most artistic design. Princess Mary cut one of these for the party, and the others will be distributed to relatives and friends in due course.—Daily Telegraph.

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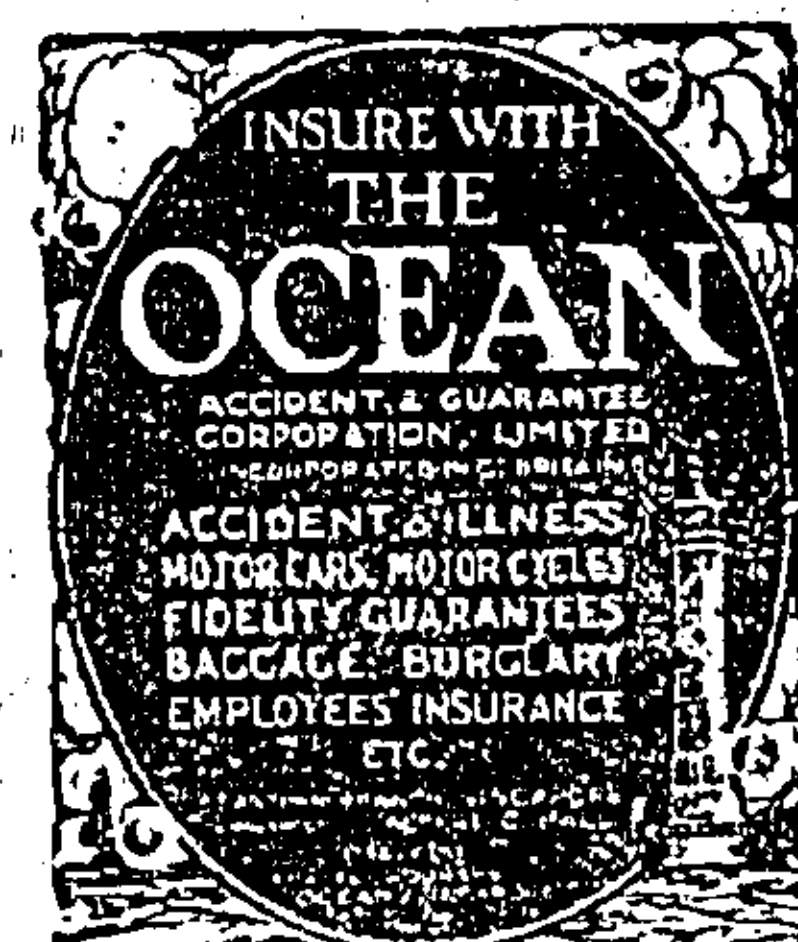
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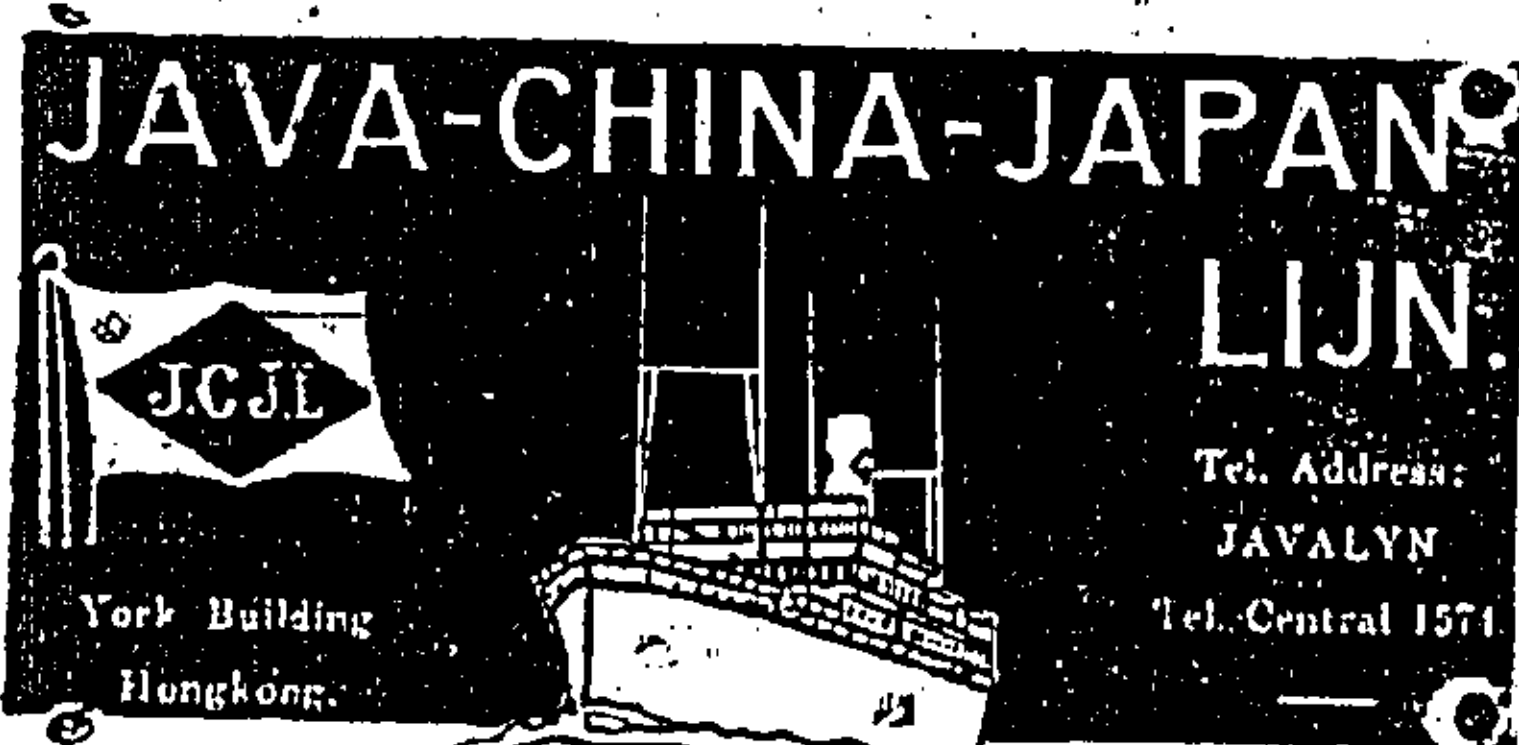
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SHIPPING AND THE EMPIRE.

PRESENT-DAY DEPRESSION AND THE REMEDY.

[BY COMMANDER H. HUNDLE, R.N.]

The British Mercantile Marine is passing through a period of depression unprecedented in its history. This depression is the more marked by reason of its having followed closely on the heels of a boom. The more rapid the fall of the barometer, the worse the weather may be expected to be, and a rapid rise after a very low reading denotes to the cautious mariner that he would be well advised to keep his canvas reduced until the indications are steady.

In case of the shipping industry, there has yet been no rapid rise, although those well qualified to judge are of opinion that the storm centre has passed. Neither can there, seemingly, be any rapid rise. Improvement in the very nature of things, can only be slow. If, therefore, we follow the simile of the weather barometer to its logical conclusion, some comfort may be derived from it. A high and steady glass—this is the prime necessity, in the case of the weather and in trade.

The prime cause of this depression in shipping is not far to seek. "Too much tonnage: Too little trade." It follows, therefore, that any steps taken to revive trade will react beneficially on shipping. The primary object of the British Empire Exhibition of 1924 is to stimulate and foster inter-Imperial Trade. In achieving that object it will benefit the shipping industry with other industries. This accounts for the interest that the great shipping companies are evincing in the coming Exhibition.

FALLACY OF ARTIFICIAL STIMULUS.
But it must be said here at once, that any cry—and it has already been raised in some quarters—that measures should be taken to secure exclusively for the shipping of the Empire the sea-carrying of Imperial goods, is believed to be based on a dangerous fallacy. The days of Navigation Acts prohibiting, as did Cromwell's famous Act of 1651, any goods or commodities from being imported of goods to their country, and it is also the case that certain Dominions—Australia and Canada—are affording preferential treatment to State-owned shipping; but it is none the less a fact that, under modern conditions, shipping is a great international commodity which must compete for trade in the open markets of the world. Any stimulus of the nature described above is entirely artificial, and must in the long run, defeat its own ends. Further elaboration of this point is not possible within the limited scope of these articles. It must suffice to say that the shipping which is most efficiently equipped and managed will obtain the greater share of freights; and it is hoped to show that the Mercantile Marine of the British Empire holds, from this standpoint, pride of place.

OCEAN HIGHWAYS.
When, next year, citizens of the Empire visit in their millions the Great Exhibition at Wembley, and see the innumerable products and manufactured goods of the Empire, they will pause and think what part shipping plays in the great Imperial fabric. For it is a fact that neither human beings nor goods can be moved from one portion of the Empire to another without covering some part of the distance by sea. What the railways are to a great continent like America, the ocean highways are to Great Britain, the Dominions and Colonies overseas. Airways are not yet; the Mother country draws her life-blood from the sea.

The Merchant Adventurers, who set forth in their tiny craft laden with goods, opened out newly discovered lands to trade. Some of these lands afterwards came under our flag, and in certain cases—India, for instance—the great companies, whose primary object was trade were responsible for the establishment of British rule. What the Merchant Adventurers won the British Navy and Mercantile Marine have consolidated.

Thoughts such as these should stimulate visitors of the Exhibition, and bring them to a recognition that the commonwealth of the nations constituting the British Empire can be further advanced by increased trade between them, and that shipping is the great link which binds them closely together.
How many people, when they sit at dinner, eating, say, mutton from New Zealand, give a thought to the wonderful organisation which enables a portion of a sheep, bred 12,000 miles away, to be served in excellent condition at their table? Do they pause to think of the number of ships at sea, the days of sailing, the bearing to those lands the wheat from which their daily bread is made? Do they realise that, at any given moment, there is only an average of three months' supply of wheat available in the country? And do they give a thought to the organisation necessary to secure that at the ports of export, there are waiting enough ships to ensure, during the wheat season, a regular daily flow into this country?

EXCHANGE OF COMMODITIES.
Ships have to find cargoes to pay their way. If, in order to secure a cargo of any wheat, a ship must proceed to the port of loading in ballast, the charge for freight is naturally higher than if the vessel had previously discharged an outward cargo of the same or an adjacent port. Broadly speaking, this country exports coal and manufactured goods, and imports raw materials and food stuffs. The outward freight obtainable therefore helps to reduce the cost of the homeward and vice versa. It is, in fact, a great game of exchange requiring the most constant watchfulness and business acumen on the part of shipowners.

What has been said above, refers more to vessels styled "tramps" than to regular cargo liners. They are the universal carriers of the world, and the state of their activity is an index of the trade of the world. At present there is a large amount of tonnage lying idle, mostly consisting of the tramp type of steamer, whilst even the regular cargo liners have to be content with what cargo they can obtain and with freights so low as to allow little or no margin of profit.

The British shipping industry carried on in the Great War in the face of torpedo and mine; it is carrying on to-day in the face of tremendous difficulties. As a well-known authority said recently, shipping always experiences the cumulative effect of disturbances of industrial and economic conditions. The sovereign remedy is an increase of the trade of the world, in which increase inter-Imperial trade should be able to be made to bear a great part. Shipping would therefore participate—

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THE Steamship "SICILIA," Captain E. J. Miller, R.N., carrying His Majesty's Mail will be despatched from this Port on or about SATURDAY, 5th MAY, 1923, at 11 A.M., taking Passengers and Cargo for the above Ports.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 1st inst. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 17th inst. or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 10 A.M. by our Surveyors, Messrs. GODDARD & DOWDALLS. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DOWDALL & CO., LTD.** Agents.

Hongkong, 1st May, 1923. 795

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Blood & Bile. No. 2 for Stomach & Liver. No. 3 for Kidneys & Bladder. See full particulars on wrapper. Price 1/6 per bottle. Sold by all Chemists and Druggists.

DANGERS OF PORRIDGE AND MILK.

Dr. Harry Campbell lecturing at the Institute of Hygiene on the "Prevention of Dyspepsia," remarked that nowadays one person out of twenty-five was born without the power of forming gastric juice in the stomach. For sound digestion the first essential was sound teeth and thorough mastication. If children were brought up on soft foods it was useless to expect that they would develop proper jaws or good digestions. Well-baked, crusted bread was admirable for the digestion. He would like to abolish the daily pudding, and also to abandon porridge despite its high nutritive value. In this connection it might be noted that the teeth of the Scots were worse than those of the English, and yet, owing to faulty mastication, there were in England millions of septic mouths. He doubted the value of milk for children after they had been weaned. Milk had sent myriads of children to their graves through tuberculosis. Alcohol in moderation did no harm, and a glass of wine or beer really stimulated digestion after illness.

INDO-CHINA

STRAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
HAIPHONG via HOIHOW	"LEESANG"	Friday, 4th May, 10 a.m.
SHANGHAI via SWATOW	"ESANG"	Friday, 4th May, 11 a.m.
MANILA	"YUENGSAUNG"	Friday, 4th May, 3 p.m.
SAIGON	"TAISANG"	Sunday, 6th May, 7 a.m.
SHANGHAI via SWATOW	"HANGSANG"	Sunday, 6th May, Noon
BANGKOK via SWATOW	"WADSANG"	Tuesday, 8th May, 8 a.m.
SANDAKAN	"CHIPSANG"	Thursday, 10th May, Noon
TIENTSIN	"NAMSANG"	Friday, 11th May, 3 p.m.
STRAITS & CALCUTTA	"TINGSANG"	Tuesday, 15th May, Noon
SWATOW & SHANGHAI	"KWONGSANG"	Thursday, 17th May, Noon
SHANGHAI via SWATOW	"FOOKSANG"	Sunday, 20th May, Noon
KOBE via MOJI	"TUNGSHANG"	Sunday, 20th May, Noon
SHANGHAI via SWATOW	"LAISANG"	Friday, 25th May, 7 a.m.
KOBE via MOJI	"HOSANG"	Wednesday, 30th May, 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers, proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, returning calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers "HIBERANG" and "MATANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Exat, Jettison, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about Friday, 11th May at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone: Central No. 15.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENAPP"	5th May	"GLENOGLE"	12th May	London and Rotterdam
"GLENGARRY"	21st May	"GLENARIFFE"	25th May	Glasgow, London, Rotterdam and Hamburg
"GLENTERA"	4th June	"GLENAMOX"	1st June	Glasgow, London, Rotterdam and Hamburg
"GLENIFFER"	18th June			

Movements are subject to change without notice.
For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

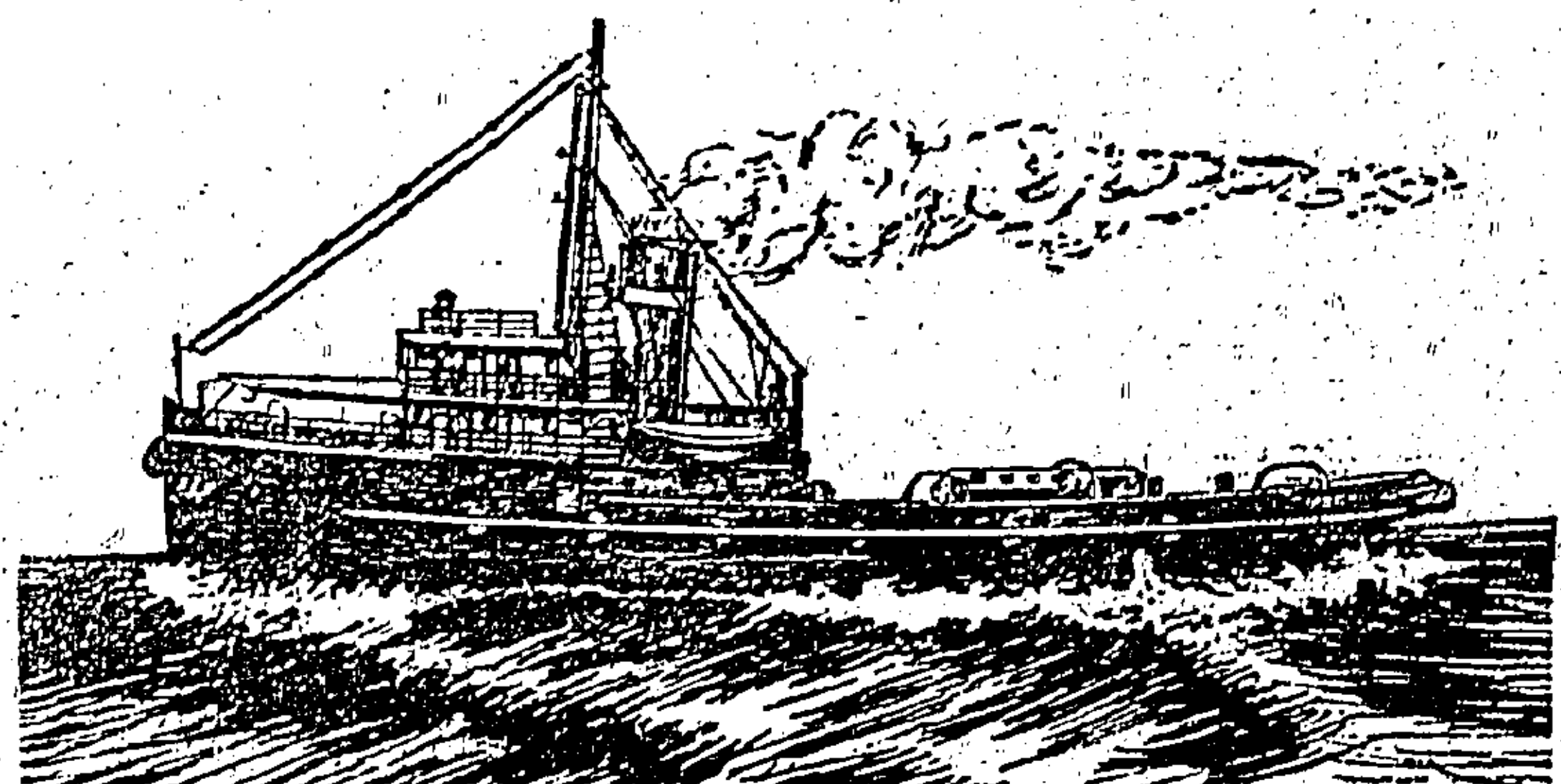
Telephone: Central No. 215 sub-ex. 13 and Central 2336

The HONGKONG & WHAMPOA DOCK Co., Ltd.

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Steel Twin Ocean-going Tug and Salvage Steamer

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Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:-

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

May 2nd.

Shunko Maru, Japanese str., 5,027 tons, Capt. K. Hirano, from Singapore, with a general cargo.—O.S.K.

May 3rd.

Amherst, Chinese str., 211 tons, Capt. Kwok Shan, from Hoihow, with a general cargo.—On Fat & Co.

H. Sang, British str., from Canton. J. S. Thomson, from Foochow, Amoy and Swatow, with a general cargo.—D. L. & Co.

Halcyon, British str., from Canton. *Helios*, Chinese str., 360 tons, Capt. J. T. Thirlwell, from Saigon, with rice.—Kung Chung.

Kamakura Maru, Japanese str., 3,023 tons, Capt. J. Fujisawa, from Singapore, with a general cargo.—N.Y.K.

Zushan Maru, Japanese str., 1,517 tons, Capt. T. Yasakawa, from Shanghai, with a general cargo.—N.Y.K.

Paoting, British str., from Canton. *St. Albans*, British str., 1,257 tons, Capt. E. Pilcher, from Moji, with a general cargo.—MacKinnon, Mackenzie & Co.

Sui Ying, British str., from Canton. *Unda*, British str., 579 tons, Capt. T. N. McLeod, from Singapore, with bulk oil.—Asiatic Petroleum Co.

Tingchow, British str., 1,216 tons, Capt. B. A. Thomson, from Shanghai, with a general cargo.—B. & S.

CLEARANCES.

May 3rd.

Anni Kaiser, for Shanghai. *Bangor Maru*, for Canton. *Empress of Australia*, for Shanghai. *Fenghuo*, for Shanghai. *Hydrogen*, for Swatow. *Iceberg*, for Hoihow. *Lushan Maru*, for Canton. *Nippon*, for Shanghai. *Unkai*, for Canton. *Peking*, for K. O. Wan. *Prosper*, for Canton. *Sino*, for Bangkok. *Sui Yang*, for Swatow. *Tak Sang*, for Canton. *Yehing Maru*, for Hongay. *Yingchow*, for Canton.

PASSENGERS.

ARRIVALS.

Per *s.s. Hoihow*, on May 3rd: Dr. and Mrs. Strick, Mr. G. Murray, Mr. E. G. Remond, Mr. and Mrs. Tyson, Mr. Broad, Mrs. Pike, Mr. and Mrs. Bloomfield.

Per *E. & A. s.s. St. Albans*: Miss Camplin, Miss Blackley, Miss Coxon, Miss Barlow, Miss Milne, Miss Zent, Mrs. Zent, Mr. Zent, Mr. Barker, Miss Hutton, Mr. Hutton, Mr. and Mrs. Friend, Mr. and Mrs. Whitney, Miss Russell, Mr. Mittams, Mr. Prince, Mr. R. Workman, Miss Croft, Miss Walker, Mr. Shortland, Mr. Smith, Mr. and Mrs. Kidson, Mr. Ramsay, Mr. Allan, Mr. Burke, Mr. Harris, Miss Crane, Miss Hornall, Mr. Ralston, Miss O'Grady, Miss Anes, Miss Brodie, Miss Carradine, Miss Vardon, Miss Churchwood, Miss Pollard, Miss Miller, Mr. Maunsell, Mr. Schofield, Mr. Williams, Mr. and Mrs. Nye, Miss Boland, and Mr. Horganston.

SHIPPING MOVEMENTS.

The N.Y.K. *s.s. Kama Maru* (European line) left Singapore for Hongkong on May 2nd, and is expected here on May 7th.

The N.Y.K. *s.s. Hakodate Maru* (Bombay line) left Kobe for Hongkong via Moji on May 2nd, and is expected here on May 9th.

The *s.s. Mentor* (Blue Funnel) for London, Rotterdam and Dunkirk, left Shanghai on May 2nd for this port, and is due here on May 5th. The vessel will be despatched on May 7th, at noon.

The *s.s. City of India*, which left Hongkong on March 27th, arrived at Marseilles on April 27th.

The R.M.S. *Empress of Asia* left Kobe on May 2nd, at 2 p.m., and was due at Nagasaki at 11 a.m., yesterday (Thursday).

VESSELS EXPECTED.

Angers (M.M.), due May 22nd. *Atsuta Maru* (N.Y.K.), due June 9th. *Cordillera* (M.M.), due May 8th. *Diomed* (Blue Funnel), due May 23rd. *Elpenor* (Blue Funnel), due May 10th. *Empress of Asia*, due May 7th, 10 a.m. *Gama Maru* (N.Y.K.), due May 16th. *Guma* (B.I. & A.), due May 6th, a.m. *Katori Maru* (N.Y.K.), due May 21st. *Kiddow* (P. & O.), due to-day, noon. *Moji Maru* (N.Y.K.), due May 8th. *Murmido* (Blue Funnel), due May 14th. *Osaka Maru* (N.Y.K.), due May 9th. *Phenius* (Blue Funnel), due May 17th. *Sicilia* (P. & O.), due to-day, noon. *Tajima Maru* (N.Y.K.), due May 10th. *Taiwan* (Blue Funnel), due May 31st. *Toyohashi Maru* (N.Y.K.), due May 23rd. *Tsuruga Maru* (N.Y.K.), due May 23rd.

ON SALE.

HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE

DAILY PRESS OFFICE.

WEATHER REPORT.

May 3rd at 9.4.—Warning to Hongkong, Coast Force, etc.—Depression or typhoon of unknown intensity within 120 miles of lat. 13 deg. N. Long 130 deg. E. moving N.N.E. May 3rd at 11.55.—Pressure has increased moderately at Yeo and due east slightly at the majority of other stations.

This morning the typhoon was about 200 miles N.N.E. of Yeo moving N.N.E. Gradients appear to be slow over the S.W. portion of the map.

Hongkong rainfall for the 24 hours ending at 10 a.m. 3rd May, 0.61 inch. Total since January 1st, 19.19 inches, against an average of 12.95 inches.

The forecast for the 24 hours ending at noon, 4th May, is as follows:—

District Forecast: Hongkong to Gap Rock N.E. winds, moderate; overcast, occasional rain.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 3rd.

Previous Day	at 4 p.m.	at 8 a.m.	at 2 p.m.
Barometer	29.8	29.77	29.79
Temperature	70	71	71
Humidity	90	94	91
Wind Direction	E	E	E
Force	3	3	4
Weather	or	0	0
Rain	1.43	0.00	0.40

Lowest open-air temperature on 2nd 72. Lowest open-air temperature on 3rd 70.

HONGKONG TIDE TABLE.

From May 4th to 10th, 1923.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	4	h m	ft in	h m	ft in
Sat.	5	h m	ft in	h m	ft in
Sun.	6	h m	ft in	h m	ft in
Mon.	7	h m	ft in	h m	ft in
Tues.	8	h m	ft in	h m	ft in
Wed.	9	h m	ft in	h m	ft in
Thur.	10	h m	ft in	h m	ft in

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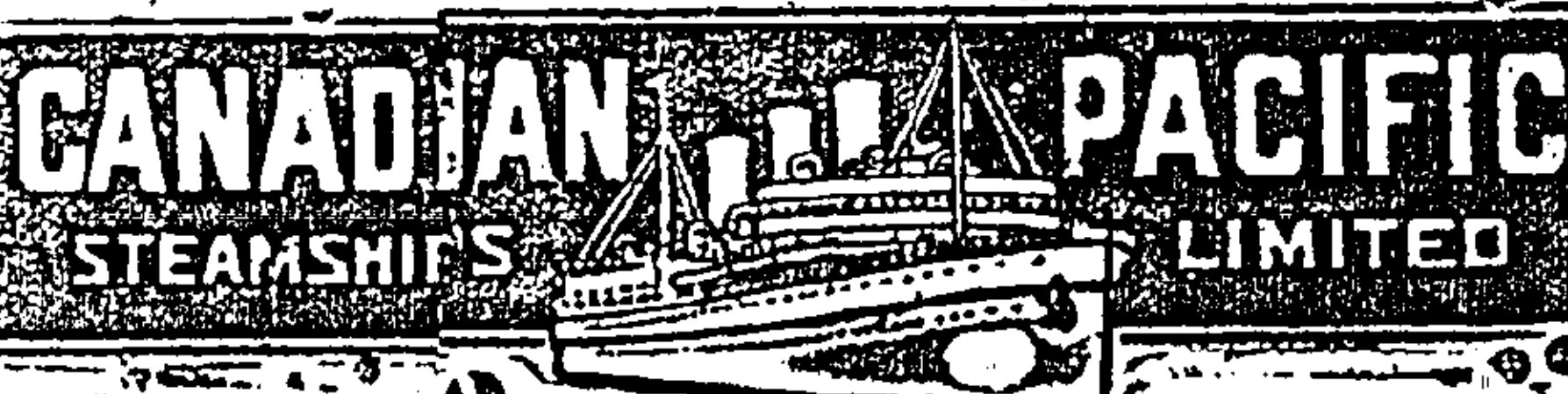
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HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Empire	Due	From	Empire	Due
Empire Australia	May 4	May 23	Montcalm	June 1	June 8
Empire Asia	May 17	June 4	Empire Scotland	June 9	June 15
Empire Canada	June 2	June 18	Empire France	June 23	June 29
Empire Russia	June 14	July 2	Empire Scotland	July 7	July 14
Empire Australia	June 29	July 18	Montcalm	July 27	Aug. 3
Empire Asia	July 12	July 30	Empire Scotland	Aug. 4	Aug. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On 6th May
NEW YORK & BOSTON	Eastern Prince	Brit.	Princes Line	About 16th May
BOSTON & NEW YORK via SUEZ	Akreus	Brit.	The Bank Line, Limited	On 7th May
SAN FRANCISCO	West Chopaka	Am.	Strathern & Barry	On 17th May
VICTORIA & VANCOUVER, B.O. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 17th May
VICTORIA, SEATTLE & VANCOUVER via SHAL, J. PORTER	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 18th May
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On 18th May
VICTORIA, SEATTLE & VANCOUVER	Protoslaus	Brit.	Butterfield & Swire	On 18th May
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 18th May
MARSEILLES, LONDON & ANTWERP	Kashgar	Brit.	P. & O. B. L. & A. L.	On 18th May
MARSEILLES, &c.	Andre Lebon	Brit.	Messageries Maritimes	On 14th May
MARSEILLES, &c.	Amboise	Brit.	Messageries Maritimes	On 29th May
MARSEILLES, &c.	Cordillera	Brit.	Messageries Maritimes	On 13th June
MARSEILLES, &c.	Hakomaki Maru	Jap.	Nippon Yusen Kaisha	On 9th May
MARSEILLES, LONDON & ROTTERDAM	City of Florence	Brit.	The Bank Line, Ltd.	On 10th May
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Tuscar	Brit.	Butterfield & Swire	On 7th May
LONDON, ROTTERDAM & DUNKIRK	Mentor	Brit.	Butterfield & Swire	On 7th May
LONDON, HAMBURG, ROTTERDAM & ANTWERP	Amazon Maru	Jap.	Osaka Shosen Kaisha	On 18th May
LONDON, & ROTTERDAM	Glenogle	Brit.	Jardine, Matheson & Co., Ltd.	On 18th May
ROTTERDAM, ANTWERDAM, HAMBURG & BREMEN	Outskirk	Dut.	Jardine, Matheson & Co., Ltd.	On 17th May
ANTWERP, ROTTERDAM & HAMBURG	Albion von Bayer	Jap.	Messageries Maritimes	About 18th May
HAVRE, ANTWERP & DUNKIRK	Meinam	Brit.	Messageries Maritimes	About end of May
HAVRE, ANTWERP & DUNKIRK	De St. Lambert-Bis	Brit.	Messageries Maritimes	On 13th May
BOMBAY via CALCUTTA, COLOMBO	Hatayata Maru	Jap.	Nippon Yusen Kaisha	On 10th May
BOMBAY via CALCUTTA	Namang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th May, 3 p.m.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Sicilia	Brit.	P. & O. B. L. & A. L.	On 5th May, 11 a.m.
SINGAPORE & BELAWAN-DELI	V. de Cloon	Dut.	Jardine, Matheson & Co., Ltd.	On 10th May
BRINDISI, VENICE & TRIESTE	Nippon	Brit.	Doddwell & Co., Ltd.	On 6th June
HOIHOW, PAKHOI & HAIPHONG	Yunnan	Brit.	Butterfield & Swire	On 5th May, Noon
HAIPHONG via HAIHOW & PAKHOI	Takewa Maru	Jap.	Yamashita Kisen Kaisha	About 5th May
KEELUNG via SWATOW & AMOI	Hornal Maru	Jap.	Yamashita Kisen Kaisha	Above
SANDAKAN	Maoang	Jap.	Jardine, Matheson & Co., Ltd.	On 6th May, 2 p.m.
AUSTRALIAN PORTS via MANILA	Alb Maru	Jap.	Nippon Yusen Kaisha	On 16th May
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O. B. L. & A. L.	On 5th May, Noon
AUSTRALIAN PORTS	Changshia	Brit.	Butterfield & Swire	On 28th May
SHANGHAI via SWATOW	Esang	Brit.	Jardine, Matheson & Co., Ltd.	On 4th May, 11 a.m.
SHANGHAI, KORE & YOKOHAMA	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 4th May
SHANGHAI & JAPAN	Sardinia	Brit.	P. & O. B. L. & A. L.	On 24th May
SHANGHAI & TIENTSIN	Shantung	Brit.	Butterfield & Swire	On 24th May
SHANGHAI, YOKOHAMA & KORE	Finme-L	Brit.	Doddwell & Co., Ltd.	About 31st May
SHANGHAI & JAPAN	Tikini	Jap.	Jardine, Matheson & Co., Ltd.	About 10th May
JAPAN Ports	Shinko Maru	Jap.	Osaka Shosen Kaisha	On 4th May
TIENTSIN via HINGHAIWEI	Shinshu	Jap.	Jardine, Matheson & Co., Ltd.	On 10th May, Noon
BILLING & BAYVIEW	Shinshu	Dut.	Jardine, Matheson & Co., Ltd.	About 11th May
CALCUTTA, SINGAPORE & RANGOON	Tijelebot	Jap.	Osaka Shosen Kaisha	On 5th May
HANGKOW via SWATOW	Indo Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 8th May, Noon
SWATOW & BANGKOK	Kwangtung	Brit.	Butterfield & Swire	On 8th May, Noon
SWATOW, AMOI & FOCHOW	Haiding	Brit.	Douglas Lapraik & Co.	On 4th May, 2 p.m.
SWATOW, AMOI & FOCHOW	Haitong	Brit.	Louglas Lapraik & Co.	On 11th May, 3 p.m.
MANILA	Yuenang	Brit.	Jardine, Matheson & Co., Ltd.	On 4th May, 3 p.m.
MANILA & SINGAPORE	Mutsa	Am.	Struthers & Barry	On 16th May

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OUTWARDS.

HOMEWARDS.

S.S. "CITY OF FLORENCE" 10th May ... London, A'werp, R'dam, & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF MANCHESTER" 2nd half July ... Marseilles, London & Hamburg.

Subject to change without notice.

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 S.S. "EURYLOCHUS" ... via Suez Canal ... 15th May.
 S.S. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.
 S.S. "CANFA" ... via Suez Canal ... 5th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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AMBOISE	...	...	28th May
CORDILLERE	...	...	12th June
ANGERS	6th April	24th May	26th June
CHILL	20th April	22nd May	10th July
POINCHOS	4th May	3rd June	24th July
	18th May	17th June	

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 S.S. "MEINAM" loading for HAVRE, ANTWERP & DUNKIRK, about end of May.

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AND RETURN

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HAICHONG ... Capt. J. S. Thomson ... 4th May, at 2 p.m.
 HAIFONG ... Capt. W. G. Parnmore ... 8th May, at 1 p.m.
 HAIFONG ... Capt. Ellis Walker ... 11th May, at 12 Noon.

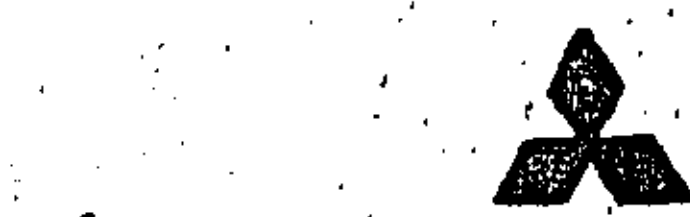
Arrivals and Departures from the Company's Wharf (near Blakely Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

(12)

**JAPAN COAL****GENERAL IMPORTS & EXPORTS**

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P. & O., British India**Apcar and Eastern & Australian Lines**

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MAIL AND PASSENGER SERVICES

STRATTS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

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(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	8,813	5th May, 11 a.m.	Spore, Penang, Colombo & Bombay
"KIDDERPORE"	8,334	5th May, Noon	Spore, Penang, Colombo & Bombay
"KASHGAR"	8,000	16th May	Marseilles, London & Antwerp
"RYANZA"	7,000	16th May	Marseilles, London & Antwerp
"SOUHAN"	6,700	30th May	Spore, Penang, Colombo & Bombay
"LAHORE"	8,352	30th May	Spore, Penang, Colombo & Bombay
"SARDINIA"	8,580	13th June	Marseilles, London & Antwerp
"DELTA"	8,097	27th June	Bombay, Marseilles, London & Antwerp
"SICILIA"	8,813	28th June	Spore, Penang, Colombo & Bombay
"MAINA"	10,941	11th July	Bombay, Marseilles, London & Antwerp
"DYVANA"	8,698	25th July	Spore, Penang, Colombo & Bombay
"SOUHAN"	8,017	28th Aug.	Bombay, Marseilles, London & Antwerp
"KASHGAR"	8,000	19th Sept.	Marseilles, London & Antwerp
"MACDONALD"	10,512	3rd Oct.	Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,056		
"MANTUA"	10,902		

BRITISH INDIA - APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TORILIA"	5,205	12th May	Singapore, Penang & Calcutta
"ST. ALBANS"	4,500	5th May, Noon	(Mantle, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Fanning & Canal

SAILING TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"GURNA"	5,345	8th May	Amoy, Shanghai & Japan.
"EASTON"	4,500	8th May	Amoy, Shanghai & Japan.
"SARDINIA"	6,684	8th May	Shanghai, Moji, Kobe & Yokohama.
"DELTA"	6,700	20th May	Shanghai, Moji, Kobe & Yokohama.
"SOUHAN"	8,097	21st May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers if brought on must defray their own Hotel expenses & Singapore while waiting the on carrying steamer.

First Class Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "EASTERN PRINCE" ... on or about 16th May.

S.S. "ROMAN PRINCE" ... on or about 11th June.

S.S. "GALIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

St. George's Building

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMAZON MARU" (Dismissing Marseilles) ... Sunday, 13th May

RIO DE JANEIRO, BAHIA, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

"PANAMA MARU" ... Friday, 1st June

BOMBAY—fortnightly service via Singapore and Colombo.

"CELESTES MARU" ... Sunday, 6th May

"SUMATRA MARU" (calling at Penang) ... Monday, 21st May

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service

CALCUTTA—Monthly Service via Singapore and Rangoon.

"INDO MARU" ... Saturday, 5th May

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Wednesday, 16th May

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

"AMU MARU" ... Tuesday, 5th June

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

"SHUNKO MARU" ... Friday, 4th May

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"RAJIO MARU" ... Every Sunday, Noon

"AMAKURA MARU" ... Thursday, 10th May

TAKAO via SWATOW & AMOY

"EOSHU MARU" ... For sailing dates and further particulars please apply to

K. SHIMA, Manager.

Tel. Central No. 4990.

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & SHANGHAI	"SUIYANG"	On 4th May, 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 5th May, Noon
NEWCHWANG	"WUHU"	On 5th May, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 5th May, 4 p.m.
SWATOW, SHANGHAI & PUKOW	"YINGCHOW"	On 6th May, 4 p.m.
NEWCHWANG	"FOOCHOW"	On 6th May, 4 p.m.
SWATOW & SINGAPORE	"LINAN"	On 7th May, 10 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 7th May, 4 p.m.
BOHAIW, TAKHOI & HALPHONG	"YUNNAN"	On 8th May, 11 a.m.
SWATOW & BANGKOK	"KAWNOTUNG"	On 8th May, Noon
MANILA	"TAMING"	On 8th May, 4 p.m.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

TELEPHONE CENTRAL 33.

ROTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents

CARGO & PASSENGER CAN BE RECEIVED AT THE OFFICE OF ROTTERFIELD & SWIRE, John Swire & Sons, Ltd.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila, Timor & Australia
"CHANGSHA"	21st May	28th May

This Steamer is fitted with refrigerating machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong 5th May. Leave Hongkong 7th May.

GOVERNMENT RECEIPT FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON AND SINGAPORE.

U.S.S. "Morse" ... Due Hongkong 15th May. Leave Hongkong 16th May.
 U.S.S. "West Ivan" ... Due Hongkong 10th June. Leave Hongkong 11th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-Philippines.

INDO-CHINA-STRATTS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 8th June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORT.

RITME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

S.S. "NIPPON" ... sailing on or about 7th June.
 S.S. "FIUME-L" ... sailing on or about 28th June.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "FIUME-L" ... sailing on or about 31st May.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents

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